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HUEBINGER'S
MAP AND GUIDE *for*

MAHA-DENVER

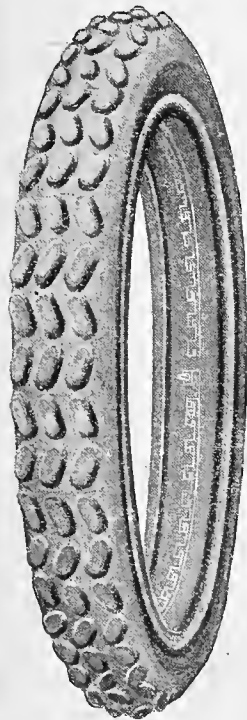
TRANS-CONTINENTAL ROUTE



**AN INTENSIFIED HIGHWAY FROM
THE MISSOURI RIVER TO THE FOOT
HILLS OF THE ROCKY MOUNTAINS**

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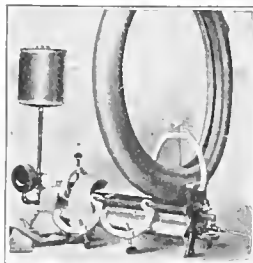
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HUEBINGER'S MAP AND GUIDE
FOR
OMAHA-DENVER
TRANS-CONTINENTAL ROUTE

WITH SUPPLEMENT SHOWING
OVERLAND TRAIL

Connecting the Omaha-Denver Trans-Continental Route at Lincoln with the Waubonsie Trail at Nebraska City

Published by
THE IOWA PUBLISHING CO., (Inc.)
DES MOINES, IOWA

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OFFICIALLY



ENDORSED



OMAHA-DENVER GOOD ROAD ASSOCIATION

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W. A. Taylor, <i>Treasurer</i>	Hastings, Nebr.
Geo. E. Parisoe, <i>Secretary</i>	Minden, Nebr.

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G. E. Parisoe.....	Minden, Nebr.
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Foreword

OMAHA-DENVER TRANS-CONTINENTAL ROUTE ASSOCIATION

A Brief Story of its Organization



Mr. J. E. Davis

The Omaha-Denver-Trans-Continental Route Association was formed the sixteenth of May, 1911, at a meeting of the representatives of seventeen Nebraska counties, held at Holdrege, Nebr. There were fifty-two delegates present. Mr. J. E. Davis, of Sutton, Nebr., who was elected President, had been one of the leading movers of this part of a great trans-continental highway, and his selection to the high office he holds was a just recognition of the service he had performed for the State and the West in general by taking a leading part in the agitation for good roads.

The meeting at Holdrege was really the first good roads meeting ever held in the State of Nebraska, and the calling of it was due, in a large measure, to the activity and interest of the Commercial Clubs of Hastings and Minden, Nebraska, as well as that of the city in which the convention was held. The call for the gathering was sent out by Mr. G. E. Parisoe of Minden. The meeting was a very large one, for the reason that there were many there who were not delegates, in addition to the number of those who had been regularly selected to represent the several counties through which, it was proposed, the road should pass. Dr. J. M. Prime, of Oxford, and W. A. Taylor, of Hastings, it should be noted, were very active in behalf of the convention and for the general project of good roads.

Perhaps the delegates to the convention and the other good roads workers of the State of Nebraska feel themselves as much under obligation to Mr. C. P. Allen, Chairman of the Highway Commission of the State of Colorado, who was present on behalf of his state, and was able to advise, from extensive information, just where the road ought to be routed. As an official of the State of Colorado, charged with the expenditure in a judicious and scientific manner of over half a million dollars annually, he had become a practical road builder, with a first hand knowledge of conditions of all sorts. He had, moreover, taken the pains to examine all the routes proposed for the road and strongly recommended the adoption of the one finally chosen.

After Mr. Davis had been chosen President of the State Good Roads Association, Mr. W. A. Taylor, cashier of the First National Bank of Hastings, was elected treasurer, and Mr. Parisoe of Minden, already mentioned as having sent out the call for the meeting, was chosen secretary. Mr. Davis is the President of the Sutton National Bank of Sutton, Nebr. A Vice President for each of the seventeen Counties traversed in Nebraska was named,



Professor Chafburn



Mr. Searle



Mr. W. A. Taylor



Mr. C. P. Allen

and after the route had been decided upon, the convention adjourned amid great enthusiasm. The matter of an official inspection of the route was left in the hands of the President and also that of arranging for the issuing of a guide. In the latter matter, his investigations led him to make a contract with the Iowa Publishing Company of Des Moines, by whom the present book was issued.

It was in the morning of Tuesday, July 18th, 1911, that President J. E. Davis, of the State Good Roads Clubs and the head of the Omaha-Denver Trans-Continental Road organization; S. A. Searle, of Omaha, representing the Commercial Club and the Ak-Sar-Ben of that city; Joe Long, President of the Blue Grass Road Association in his state, and Editor of the Osceola (Iowa) Sentinel, and H. S. Davis, of Fremont, Iowa, were ready to make the start on the long journey to Denver, and took their seats in cars in front of the Henshaw hotel, in Omaha. In the Iowa Publishing Company's Official mapping car were H. Huebinger, C. E., Secretary of the Company, and Head of the Technical Department; L. M. Maynard, Publicity Agent, and C. R. Babcock, of Shenandoah, Iowa, expert photographer. There were also two other cars in line as the party left Omaha, one belonging to Mr. Sprague, of Omaha, and the other to Mr. Garrouite of Lincoln, Nebr.

Through the industry and interest of President Davis, the coming of the party had been carefully heralded in advance and even the time of arrival in each town and city was known so definitely that it was possible to hold a public reception when the party came. At many places the local band was out playing patriotic music when the official party came in sight and there were great gatherings not only of the people of the several towns, but of the countryside as well.



Pres. Davis and
Mr. Babcock

Good Roads meetings were held all along the line, and usually lasted an hour to an hour and a half, President Davis, Mr. Searle and Mr. Long making the principal addresses up to the time Lincoln was reached. Here Prof. G. R. Chatburn of the University of Nebraska, representing not only that institution, but the Lincoln Commercial Club, joined the party and from that time on was one of the principal speakers in the cause of good roads.

Even those who were in touch with the movement and understood the deep hold it had taken upon the minds of the people of Nebraska were surprised at the great demonstrations that marked



Mr. G. E. Parisoe



Greeting Prof. Chaburn
The Road Near Sutton

the progress of this party on its way from Lincoln to Denver. Everywhere the City Councils, Commercial Clubs and kindred organizations had prepared fitting receptions for the visitors and many of the towns were gaily decorated in honor of the occasion. This state of mind was taken as an indication of a lively appreciation on the part of people along the line of road in the matter of the good the route will be to them, and the towns in which they reside.

The speakers at the numerous road meetings held during the ten days' trip argued strongly for continued effort and expenditure to maintain the main east and west road across the state and the other roads in each vicinity. They pointed out that the movement for good roads was one of the most practical ones before the people; that the problem was how to get the products of the farms more quickly and cheaply and surely from the farm to the railroad, and that additional profit to the farmer and incidentally to others lay in the solution of this part of the transportation problem, rather than to the further development of railroad facilities, since the railroads were well aware of what they needed to do and would in due time perform their part of the

tasks of taking all products to markets that could be offered.

Many strong talks for good roads, in fact, many of the most telling ones, were made by residents along the line of the road, who were called upon by their fellow townsmen to add to the remarks made by the visitors. It was found that the hostility with which the automobile had been regarded in some localities had entirely disappeared in view of the fact that so many farmers and townspeople have them, and in view of the further fact that everyone acknowledges that the automobile has had a great deal to do with arousing a desire for better roads, and that the needs of the tourists have aided materially in creating a general sentiment for better highways. As President Davis is fond of saying in his good road speeches, a fortune may easily be spent in advertising the resources of a locality, but there will be little success in bringing homeseekers and other investors, unless it can be pointed out that steps have been and still are being taken to bring about a better-



Adobe Ruin at Beverly
Homesteaders Are Frequently Met

ment of the roads, over which the products of the farm are to be hauled.

The people along the line of the route seemed to realize keenly that the opening of the trans-continental route meant the opening of a highway by means of which the capitalist, looking for land investments, can get into the heart of one of the great agricultural portions of Nebraska, and of the entire West, for that matter.

As will be seen by reference to the maps elsewhere in this book, the Omaha-Denver-Trans-Continental Route passes through Lincoln, Friend, Exeter, Fairmont, Sutton, Hastings, Minden, Oxford, McCook, Imperial, Holyoke, Sterling, Fort Morgan and Denver, as well as a number of intermediate points. All the way from Omaha it is marked with white bands and it has been officially designated by the Eastern Touring associations as an official route on the way across the continent. The undertaking has been well carried out by the Association of which President Davis is the Head, and, in Colorado, the State Highway Commission has taken up the project in such a spirit that it is certain to make a noted stretch of road out of that part of the route lying

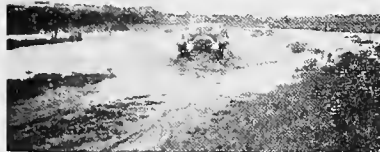
within the boundaries of the Centennial State. Colorado has state aid for roads and expends in this way as a State, in the neighborhood of \$600,000 per annum. A

bond issue of \$1,000,000 is to be voted on as an additional amount available for roads. The expenditure of the sums the state appropriates is in the hands of the Highway Commission, whose head is Mr. C. P. Allen, who was present at the Holdrege meeting and was influential in determining the routing of the road. He has personally given the matter attention in his state and the commonwealth, as well as the several localities, are doing their part in the making of an admirable road.

Along this entire route of 632 miles there are only one or two neighborhoods in which the road officers are still asleep on the good roads movement and there is no doubt that unless they wake up quickly, there will be new men in their places after the next election. Where nothing was done by the officials of a locality, the business men took the matter up by private subscription and raised money to take care of



An Attentive Audience At Wauneta Addressed By Mr. Searle.—An Ocean To Ocean Pedestrian.



"The Character of the Soil is Such—
That It Is Not Affected Greatly
By Weather Conditions."

the local part of the route, and saw to it that the work was promptly done.

Those who have been promoting this movement for a trans-continental road, in Nebraska at least, are of the opinion that there should be more attention paid by the voter and the legislators of the State Assembly to the question of road laws and their administration. It is said that the laws are not adequate at present and that the system in vogue is such that there is tremendous waste and in some cases, it is feared, not a little graft.

The natural conditions in Nebraska favor roads equal to those anywhere in the world. The character of the soil is such that it can be made into a road that is not affected greatly by weather conditions, and along the Omaha-Denver-Trans-Continental Route there is not, at any place, sand enough to make the going heavy.

As an advertisement of the states through which it passes, and

especially of the country along the line of the road, this route is one of the best things possible. It shows enterprise and it brings directly to the attention of tourists what sort of a country it is and what its possibilities are. Besides, the maintenance of such an association as that which is behind this road makes for better acquaintance and more complete understanding on the part of the committees along the line, one with another. The good roads meeting is also bringing together in a friendly way a large number of prominent men of many communities, all of them interested in this practical and constructive work of making better roads.

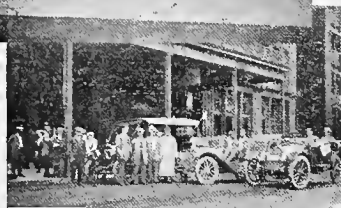
It is believed that this map and guide, which has been prepared at the request and under the direction of the Omaha-Denver-Trans-Continental Route Association, will do as much as any other one thing to bring the road to the attention of those who will make use of it. Touring to the West is getting to be a common recreation in the East, and Denver is naturally an objective point. This is, of course, the road to take for Denver, no matter how one has reached Omaha or Lincoln from the East. There is only one great road across Nebraska and this is it. There are half a dozen competing roads across Iowa from river to river.



On the State Line at Sundown.



Ex-Governor Shallenberger at Holdrege.
—Our Midland Map Car.



The Start and Finish.

From the point of view of the Publishing Company which issued this book, the task has been a most pleasurable one, according to its officers, one of whom, Mr. H. Huebinger, the head of the Technical Department of the Iowa Publishing Company, made the trip. The enthusiasm of the promoters of the road and of the people along the line was infectious and Mr. Huebinger and his assistants returned to their work rooms with the desire to get out, if possible, a better booklet than had ever been attempted before. There is reason to think that they have succeeded.

There is no doubt that what has been done in 1911 on this road and in the preparation of this guide book is but an earnest of what is to come. A great permanent road is some day to stretch away across Nebraska and into Colorado, along this route, and it will not take much work and money to put the present road in just such condition.

THE PUBLISHERS.



Markings Erected
By Pres. Davis.

OMAHA



Douglas County Court House
17th and Farnam

leading cities of the country, with its universities, public and parochial schools, its colleges and private institutions. Thirty-five graded schools, costing from \$70,000 to \$120,000 each, and a high school building, which has been erected at a cost of a million and one-half dollars, are an expression of the aims and desires of the citizens. Fourteen Catholic churches, ten parochial schools, and four academies, which have an enrollment of more than 4,000, are silent evidence in Omaha's activity in educational lines.

The Young Men's Christian Association, with a membership of 2,145, and the Young Women's Christian Association, with a membership of 3,500, are both housed in magnificent homes, which stand as monuments to the citizens.

Omaha has a public library, which contains 90,000 volumes, and a rare collection of coins, curios, manuscripts and antiquaries of every conceivable description.

A new court house, erected at a cost of one and one-quarter million dollars, stands in the very heart of the city, towering so that the eye of the transient is immediately secured.

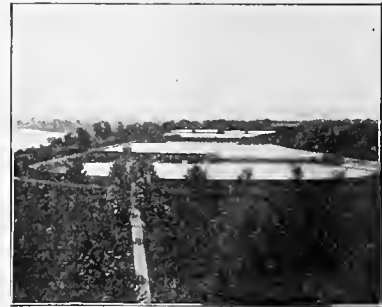
The financial standing and stability of the ten national banks in the

Situated in the very heart of the great corn and wheat belts of the west, and guarding the entrance to the west with the watchful eye of an eagle, Omaha is well located to furnish a division point for the great automobile highways which connect the extreme east with the west.

In placing a division point, the promoters of the great highways wisely took into consideration the advantages of the western metropolis. And indeed they could not have selected with better judgment, for Omaha affords facilities in this direction that could not well be refused.

With a population of 126,000 live and energetic people in its own confines and 75,000 additional within fifteen minutes' ride, by street cars, of the very heart of the city, Omaha offers to the visitor a truly metropolitan aspect in every sense.

As an educational center, Omaha ranks high among the



Where Omaha's Water Is Purified

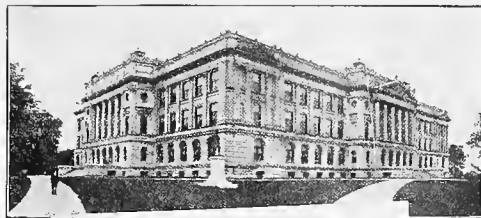
Omaha Clearing House are shown by the confidence reposed by the citizens. The aggregate surplus and capital total of these depositories is \$8,290,000, while the deposits reach the enormous total of \$60,000,000. The bank clearings for the past year were more than \$900,000,000, which showed a gain of 267 per cent in the last ten years.

In every direction is the progress shown. It is general. With the close of 1911 the city has paved streets of one hundred and forty-five miles, which represent an aggregate outlay of \$8,500,000; 210 miles of sewers, costing \$2,857,000; 340 miles of sidewalks, costing \$1,350,000; thirty miles of boulevards and highways, and thirteen parks, which contain 1,500 acres. Omaha justly and proudly claims the best paved streets in the business district of any city in the United States.

The Omaha water works plant, owned by the city, is one of the most complete in the world. The system was taken over by the city at a cost of \$8,250,000. Included in the system are 240 miles of mains, 22,200 water services, 2,035 hydrants, and 12,400 meters. The pumping capacity at Florence, the main station, is fifty-two million gallons daily. The daily consumption of water aggregates 20,000,000 gallons.

Relative to vital statistics, Omaha has the lowest death rate, with the exception of three cities, according to the United States government report; the largest refinery and smelter for fine ores in the world; a lower per cent of illiteracy among its students in schools than any other city; a low tax rate of one and one-half cents for all purposes; the greatest butter factory in the world; the second largest corn market; the third largest packing center in the world; the largest freight terminal in the world; annual bank clearings of \$900,000,000; the main United States Army Signal Station; a general supply depot for the United States Army; home of the United States Indian Warehouse; largest "Feeder" cattle market in the world; one of the largest Auditoriums in the west, which seats 10,000; a million dollar court house and a million dollar high school building; the home of one hundred churches.

In the business world, Omaha has asserted itself as a center of commercial activity, both in manufacturing and wholesaling.



HIGH SCHOOL

20th and Capitol Ave.

Erected at a Cost of \$1,500,000.00



Hanscom Park

ed

ASHLAND, NEBRASKA

The town of Ashland, Nebraska, is located in the southeast corner of Saunders County, on the main line of the Chicago, Burlington & Quincy Railroad, thirty miles west of Omaha, the Metropolis of the State, and twenty-five miles northeast of Lincoln, the capital. Its location is one of the most advantageous in the state. It is also the southern terminal for the Great Northern Railroad to Sioux City, Iowa, and to Dakota and Minnesota points. In addition to the two roads mentioned, it has the Schuyler (Nebraska) branch of the Burlington Railroad, connecting with the main line of the road at Oreopolis, near Plattsmouth, Cass County, Nebraska.

Transportation facilities—passenger and freight—are not excelled by any town of its size in the state. Mail service is all that could be desired—twenty-three mails a day east, west, north and south. Ashland is a money order office. We have telegraph (Western Union) and Express (Adams) Companies. Have two telephone exchanges, both with long distance connections—the Nebraska Telephone Company (or Bell's) and the Plattsmouth Telephone Company (or Independent). Have one first class hotel, two minor ones and several restaurants. We have a fine public park and good race track. We have electric lighting, municipal water works, well organized volunteer fire department and splendid public schools. Population in the neighborhood of 1,500.

In churches, Ashland is well represented, having the Congregational, Episcopal, Christian, Methodist and Baptist. All have good memberships and employ able pastors. Besides our regularly organized churches we have the Mission, a non-denominational institution, which is doing good work.

The Farmers and Merchants and the Ashland National Banks take care of the monetary affairs of the community. Both are solid, conservative financial institutions and are presided over by courteous and accommodating gentlemen.

Ashland has fine water power in Salt, Wahoo and Clear Creeks; Platte River is less than two miles from town. At this writing a splendid new steel bridge—to be the best of its kind in the state—is under construction and nearing completion, at a point a mile and a half northeast of town. This bridge will be crossed by the Omaha-Denver Trans-Continental Road. Ashland has a large flour mill and two grain elevators. There are valuable stone quarries in the vicinity and the largest ice house in the world—belonging to the Swift Packing Company—is located here.



Street Scene



Hotel Selma

Ashland has long had a public library, organized and sustained by the Woman's Club, which the town has outgrown, and through the untiring efforts of the members of the Club, a beautiful Carnegie library will be built in the near future, the contract for its construction having already been awarded. It will cost in the neighborhood of \$10,000.00.

The United States Government, for several years past, has maintained a rifle range north of town, where the regulars and state militia encamp for their annual rifle practice. Negotiations are now under way for the purchase of this tract and the permanent location of the range here.

Ashland is a city of beautiful homes. A very small per cent of its citizens are renters and most of them take a justifiable pride in beautifying their surroundings. Its business establishments are good, solid, up-to-date, and they are commensurate in size and stocks kept with the needs of the community.

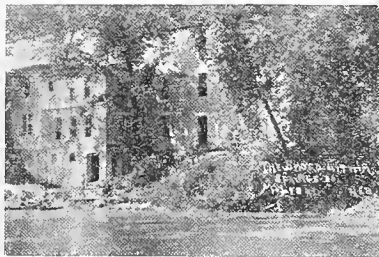
Ashland's citizenship is progressive, wide-awake and moral. There is no better place in the state in which to live, own a home and rear a family.

MILFORD, NEBRASKA

The tourist will find Milford, Nebraska, one of the most interesting points en route. It is situated on the west bank of the Big Blue River twenty miles west of Lincoln, and three hundred feet higher, at an elevation of 1,500 feet above sea level. The passing stranger will be impressed by the beauty of the location, the interesting surroundings, the adaptability of Milford as a place of rest and recreation, boating and fishing.

The famous Shogo Springs flow from the stony banks of the Blue. They preserve with their memories the interesting Indian traditions, handed down from generation to generation three hundred years or more, of the dusky Pawnee maiden "Shogo," who presided over the "Medicine Waters," alleviating the sufferings of the wounded and fever stricken people of her father, the great chieftain, "Quenchauqua." The "Paleface" has commercialized the aqua pura until it is demanded from ocean to ocean and from the Dominion of Canada to the Panama Zone.

The Quenchauqua mills, erected in 1866 at this point on the freight road leading from Nebraska City to Fort Kearney and the west, with



Shogo Lithia Springs

one run of 30-inch burrs endeavored to grind the grist of the pioneer settlers for 150 miles west and to supply the overland freighters. It has now grown into an exclusive corn product mill with a capacity of 3,000 bushels per day, selling in car lots principally in the southern states, the great northwest and the Pacific coast.

The Blue River Power Company has acquired the remainder of the "stone belt." With one large concrete dam completed and another under construction, they will furnish power for manufacturers, electric lights, etc., to cities and villages along the Blue Valley.

The Soldiers' Home is located at the southeast corner of the town on a beautiful elevation overlooking the Blue Valley, skirted by a forest of natural timber. It is an ideal home for the veteran Soldiers and Sailors in their declining years.



Soldiers Home

The State Industrial Home for unfortunate girls is situated one mile east of the village and is doing a grand and charitable work. It is one of the cleanest, neatest and best ordered of all the state institutions.

The Congregational, Methodist and Evangelical Churches, together with the substantial high school, suggest the religious and educational trend of the town.

With electric lights and water system installed, additional hotel and sanitarium facilities are in demand. The construction of the necessary buildings will be encouraged by the Commercial Club. The Club extends a hearty welcome to the traveler as he passes through the only Spring town along the line and assures him that he will meet with every courtesy.

FRIEND

Friend, Nebraska, is one of the principal business towns of the state, and has a population of fourteen hundred souls. Its location is on the main line of the Burlington 38 miles west of Lincoln. It has eight mail trains a day and also excellent train service.

The Hotel Coronado is first class, has steam heat, light and water in all rooms. Miller's Hotel is also a good hostlery. Then there are Diebert's Cafe, and W. H. True & Co., restaurants where short orders are served.

Naturally the tourist is interested in the garages of Friend. There are two well equipped places of this sort here. One of these, Kahm Bros., is the official A. A. A. Garage. This is one of the best institutions of the kind in the state. Heagney Auto Co. has plenty of room and excellent service.



W. Gilbert Park

One of the interesting things about Friend is that there is a wild animal park near by on Turkey Creek. It is owned by Mr. J. W. Gilbert. Here one sees buffalo, elk and deer in their native state. Mr. Gilbert has set apart a large part of his farm for the benefit of these animals, species which are so rapidly passing away in this country. It is well worth the time of the tourist to make a side trip to visit this park. Mr. Gilbert makes all the comers welcome and is glad to have the public see his pets. He is one of Saline County's oldest settlers, having located here in 1865. At the present time he has in his park fifty head of buffalo, elk and deer.

The resources of this vicinity are largely in the value of the farm land, which is worth up to \$150.00 an acre. The principal crops raised are wheat, corn and alfalfa. Friend, by the way, probably markets more fat hogs than any community of its size in the state, if not in the world. The soil here is very rich and in most years produces as much as any like body of land in the United States. The rainfall for a good many years has been ample for good crops.

The people of Friend are very much devoted to their school system, and as a result of this interest and devotion on the part of the public the high school is considered one of the best in the state. It is an accredited high school; that is to say, its graduates enter without further examination the State University at Lincoln and all larger institutions



of the United States. There is a new public school building with room for 500 students, which is very large, of course, for a town of this size. However, many pupils go to the Friend schools from the towns and country around for a radius of 25 miles.

There are six excellent churches and the social life of the community centers in these congregations.

Theaters are well represented here and some of the best companies on the road make one-night stands here. The opera houses are the San Carlo and Warren's opera house.

In the matter of public utilities there is good is good electric light and water service. Both of the plants furnishing these are owned by the city.

Among other things in which the people of Friend and vicinity are greatly interested is horse racing and there are famous races held here each year. The National Coursing Futurity has been held here for a number of years.

In the matter of public utilities there is good electric light and water service. Both of the Farmers Bank with a capital and surplus of \$40,000.00, the First National Bank with a capital and surplus of \$100,000.00 and the First Savings Bank with a capital and surplus of \$12,500.00. The First National Bank occupies its new \$30,000.00 fire proof building January 1st, 1912.

One of the things which the tourist will note when he reaches Friend will be the beauty of the residential part of the town. Probably Friend has more well kept lawns and beautiful homes than are found anywhere in a town of this size. The town was originally settled by people who take great pride in their surroundings and have fine taste in matters of keeping their yards and their streets in good condition. Also architecturally the town made a good start yearh ago, and the disposition has been to keep up the high standard in this respect.

No town nowadays considers itself on the map to stay unless it has a live Commercial Club. Friend does not take a back seat for any other city along the entire route of the Omaha-Denver Trans-Continental Route in this regard. The Club has fine rooms, a membership of 150, and any matter that is of interest to the welfare of the city, or of this part of the state, is taken up with enthusiasm by this organization.



FAIRMONT

Midway between Lincoln and Hastings is the Burlington main junction point for central Nebraska.

From here passengers and freight are distributed to the east, west, north, southeast and southwest. All trains stop here.

This town is perhaps the best equipped for the tourist of any inland Nebraska town. It has as fine a garage as there is in the state, conducted by one of the large Nebraska auto companies, the Brown Auto Co.

Its restaurants and hotels are far above the average, possessing all modern conveniences which make for the tourist a comfortable and homelike feeling.

Its mercantile and banking facilities are on par with its competitors and in many respects excel the same.

Population 1000 people. Fairmont is a city of clean streets. Handsome residences and beautiful trees, and well kept lawns indicate a high state of civic advancement. The most noteworthy feature of the city is its high school. This is set in a campus of two blocks, four blocks east of the business street.

Fairmont is for GOOD ROADS.



Brown's Garage



High school

SUTTON

Sutton is one of those towns that can justly lay claim to the distinction of providing the requisites for a happy home life as well as the commercial opportunities desirable, mercantile, industrial or professional. Sutton is situated in Clay County, Nebraska, and that county is one of the choicest agricultural bodies of land in the region west of the Missouri River. Broad prairies that only gently roll, but are always rolling extend in every direction from the town. The soil of this part of the state is a vegetable loam, with a clay subsoil.

The census of Sutton, according to the government report for 1910, was a little less than 2,000. The town has had a steady growth, but has never had the boom that so many of the Nebraska towns have suffered from during some time in their history. The fact that there are ten churches in Sutton gives an idea of the moral atmosphere of the place. The Schools are good and there is a well equipped public library. This year the town is completing a new school building at a cost of \$40,000. The town owns a fine water system, and the quality of the water for drinking is good, while the supply is ample for fire protection. Thus it is to be seen that the accommodations for the making of pleasant homes are here and that the atmosphere of culture is also in Sutton. It should not pass without remark that Sutton has abundance of shade trees along the streets of the town, while many of the Nebraska towns have miles of cement sidewalks under a few, if any. One may walk along the shade of these trees. There are three good banks in Sutton, two weekly newspapers, one hospital with treated there, two gauges, two the best medical attention to those of mercantile business that is usually found in a city of this size.



Street Scene

The main line of the Burlington from Chicago to Denver passes through the city, and with its branches to St. Joseph, Sutton is 68 miles west of Lincoln, 123 miles west of Omaha, and 415 miles west of Denver. By means of the Burlington line the live stock market and the grain market are not far away. It is only a few hours' run either to Omaha or St. Joseph. Sutton is 68 miles west of Lincoln, 123 miles west of Omaha, and 415 miles west of Denver.

The city can rightfully claim to be one of the automobile centers of the West. There are more than 125

automobiles owned by residents of the city and farmers of the adjoining townships and each of these owners, together with all the other residents of the town, is an enthusiast for good roads.

The people who first settled in and around the city were very largely of foreign birth and are of a very industrious character, and progressive as well in their ideas. They have made prosperity for themselves and for the community at large. In consequence in and around Sutton things always have the air of content and abundance. The standard of education maintained by the families of the early settlers and of the later comers is a higher one than is usually found. Many of the young people have the benefit of higher education, and the study of scientific farming is one to which the whole of the countryside is devoted. It is literally true that two blades of grass have been made to grow where one only would grow formerly.

In Clay County all agricultural products do well, except such as are not indigenous to the country. Wheat, corn and alfalfa are excellent crops. It is well known that Nebraska farms raise more wheat to the acre, on an average, than the farms of other states. Around Sutton is one of the parts of Nebraska where the yield is the heaviest. This is one of the reasons why the houses in the country are so fine and the barns so big and well built.

Stock raising is also a rapidly growing industry of this part of the state and some of the most successful stock breeders in Nebraska are to be found in this locality. The enterprising farmers have found that there is nothing that makes money for them faster than a judicious combination of hogs and alfalfa, and they are all taking to the course of conduct that leads to success in this line.

Altogether there is no finer town in the west for its size than Sutton, and it will repay any traveler to make a stay here long enough to examine into the reasons why the prosperity of the community is so great.



HARVARD

Harvard, Clay County, Nebraska, is situated on the main line of the Chicago, Burlington & Quincy Railroad and the Hastings division of the Chicago & Northwestern Railroad. It is 136 miles southwest from Omaha, 81 miles southwest of Lincoln and 16 miles east of Hastings. The population of Harvard is about 1,200, but it is a much better town than would be supposed from its size. Its citizens are progressive and enterprising.

Its educational facilities are most creditable and the schools have good buildings, equipment and teachers. There is a kindergarten as well as a high school, and the high school is accredited to the State University and all of the colleges and academies of the state. The high school building is a model of its class.

The people are of a religious disposition and the Congregational, Methodist, Christian, Episcopal, Catholic, German Evangelical, German Methodist, and German Reform churches are represented.

The secret societies with lodges here are the Masons, Knights of Pythias, Odd Fellows, Workmen, Woodmen, Modern Brotherhood, Grand Army, Relief Corps, Ladies of the G. A. R., Eastern Star, Royal Neighbors, Degree of Honor, Rebekahs, Highland Nobles and the Royal Highlanders.

The town is supported by a rich farming community. The city's public utilities are represented by two telephone exchanges—the Nebraska and Harvard Independent; two lighting and heating plants, one electric and the other gas, and the city maintains an excellent water system with mains reaching to all parts of the corporation and good facilities for fighting fire.

Eight mail trains arrive and depart each day, except Sundays, and on that day there are six—three each way on the Burlington and two on the northwestern.

The citizens of the town and country alike are wide-awake on the good roads proposition, and a strong organization has been perfected to push things along on this line from now on to the end.



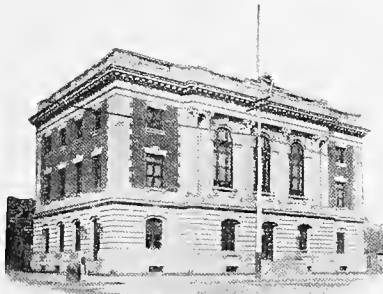
HASTINGS, NEBRASKA'S CENTRAL MARKET TOWN

While traversing Nebraska's official route from Omaha to Denver, about one hundred fifty miles west of Omaha and three hundred ninety miles east of Denver, you will pass through a beautiful expanse of country. The roads here are in excellent condition and stretching as far as the eye can see in all directions are rolling fields of grain. On a clear day, the horizon seems to be nowhere and you feel, indeed, that you are one of God's creatures. This is one of the brightest spots of Nebraska, a state that has forty-nine million acres of the richest soil in the world, is the third largest corn and sugar beet, and the fourth largest wheat producing state in the Union, whose egg crop alone each year is worth more than Alaska's annual output of gold. In the heart of this prosperous state is a beautiful little city of over twelve thousand inhabitants, often called the Queen City of the well paved streets, which have the ing shaded by thousands of full industrious and hospitable citizens of great activities along commercial within their gates.

old and many of the business men that were shipped from the city most enterprising citizens. Enmany large stores, manufacturing and handsome buildings, you will claiming, "Why Is Hastings!" large river for shipping, and it is lake city nor a seaport, but after you will find that Hastings is sibilities of a vast territory—and commercial enterprises.

supplying the trade of the immediate vicinity, but with the advent of the railroads, of which there are now four trunk lines and several branches, the advantage of this location for establishing a central market town for Nebraska and surrounding states became apparent, not only to the business men already located here, but to outside interests. This led to the establishment of wholesale houses and manufacturing enterprises which now employ hundreds of laborers and supply the trade for hundreds of miles in all directions because it can be reached by direct shipments.

Notable among the larger institutions are a huge foundry and machine works, a large brewery and artificial ice plant, a mill work factory, a grain bin and tank manufacturing establishment, a canning fac-



Postoffice

plants, on account of its many characteristics of boulevards, begrown trees, and because of its zens who have found time, in spite cial lines, to welcome the stranger

Hastings is thirty-eight years who sold the first bills of goods are still among the leading and tering the city and noting the establishments, well paved streets find it hard to refrain from ex- This is because you can find no certain that Hastings is not a you have made a few inquiries founded on the agricultural pos- agriculture is the backbone of all

Hastings started as a center for

tory, a packing plant, the largest harness factory in the State, cold storage houses, wholesale grocery houses, commission houses, a creamery, a large flour mill, a wholesale candy factory and five of the largest cigar factories in the West, whose annual output exceeds that of any other city in Nebraska.

One of the greatest assets the city has is its automobile industry. This has become the center of distribution of automobiles in a state rich in automobile possibilities on account of the excellent condition of the roads and the thrift and wealth of its citizens. There are seven garages, any one of which would be a credit to a city ten times as large as Hastings. Their equipments are the best and their workmen are experienced in every particular.

The banking institutions in this city growth. They have extended liberal credit institutions and have established Hastings community in the State.

stores that handle metropolitan merchantwell as their outside appearance it is hard in a city many times larger. Hastings home owners than any other city of its available capital among its

About two miles west of through Ingleside, Nebraska's fine drives and shaded paths, its

The city has a live Chamber of Commerce exclusive of Omaha and Lincoln. A paid secretary who devotes the business interests of the work of the Chamber of Commerce. The plan which will insure the future growth of Hastings along the right lines and will make of this city, not only an ideal place in which to live, but a profitable place to visit and secure information as to how to build a city.

One of the important departments of the Chamber of Commerce is the Good Roads Department. Hastings has the distinction of being the place where the agitation for the Omaha-Denver Trans-Continental Highway was started and the preliminary work to secure the same was pushed. This work, so well started, is being continued so that even now when you visit Hastings you can take side-trips into the surrounding country on the best roads of the Route, where automobiling is a real pleasure and where long trips are a matter of but moments instead of hours.

You are welcome to Hastings and we hope you will take the time, while here, to visit our merchants and



have been a great factor in its to deserving local commercial as the third largest banking

There are numerous retail stores and from their inside, as for one to believe that he is not has among its citizens more size in the State and more business men.

the city limits, the route passes the Hospital for Insane, with its

well kept buildings and its beautiful lawns. Chamber of Commerce, recently organized, and, indeed, is the only city in the State to employ all of his time to the work of promoting city. It is proposed in connection with the Chamber to develop in the near future a City Plan which will insure the future growth of Hastings along the right lines and will make of this city, not only an ideal place in which to live, but a profitable place to visit and secure information as to how to build a city.

see the stores, call upon our city officials and, in fact, "see Hastings." We like our city; we are proud of it; and we want to show you why. The Chamber of Commerce has commodious club rooms and you are at liberty to make them your headquarters while here. Call on or address the secretary for a souvenir book telling the story of our city's progress.



JUNIATA

Juniata, Nebraska, is located on the divide between the Platte River on the north and the Little Blue River on the south. It is 157 miles west of Omaha; 103 miles west of Lincoln and 380 miles east of Denver, Colo., on the official route of the Omaha-Denver Automobile Line.

The town is situated on the main line of the Chicago, Burlington & Quincy Railway from Chicago to Denver, in direct connection with all points on the Pacific Coast and points east to the Atlantic Coast; also on the Missouri Pacific Railroad southeast to St. Joseph, Kansas City and St. Louis. The Adams and Wells-Fargo Express Companies do business on these lines, and the Western Union Telegraph Company. Nine mail trains daily east and west; one north and south. Four rural delivery routes supply daily mail to the surrounding country.

The Bell and Independent Telephone Companies have lines local and long distance in all directions and to all points.

The business of Juniata is represented as follows: The Bank of Juniata associated with the First National Bank of Hastings, Nebr.; a four-story flour mill with 60 barrels capacity daily; two grain elevators, 40,000 bushels capacity that ship yearly 250 cars of wheat, corn and other small grains and 40 cars of hogs and cattle; two general stores; one grocery and two grocery and restaurants combined; hardware; drugs; millinery; harness shop; two butcher shops; two barber shops; agricultural implement dealers; well digging, pump and windmill concern; two coal dealers; lumber yard; newspaper and printing office; postoffice and hotel; two blacksmith shops, garage and automobile repairs; livery stable and feed barns; an electric light plant for the town and citizens.

The following fraternal orders are represented here: I. O. O. F., Rebekah, Masonic, M. W. A., K. P., and the G. A. R. and Relief Corps. There are three churches, Methodist, Baptist and Church of the Brethren.

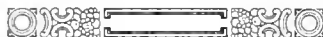
Juniata has a fine two-story brick High School Building and a one-story brick building for the primary grades. Also quite a number of comfortable dwellings with beautiful lawns.

Juniata is located on undulating prairie of purely agricultural land and for six miles on either side can be found as fine farming land as any in the state of Nebraska or any other state, and for the 40 years since it was considered a part of the American Desert, it has been wonderfully productive. The citizens of Juniata are composed of modern Americans who maintain excellent schools, good churches and all civic societies. It has a good climate and excellent facilities for travel, trades and commerce with all sections of the United States.

It has been but a little over 40 years ago when the entire country for miles around was a vast prairie, the home of the buffalo and the hunting grounds of the savage Indian.

It being along the route of the Oregon Trail and the "Gold Seekers" of '49, many a harrowing tale could be told of the depredations of Indians, but the buffalo has disappeared and the Indians have vanished, and in this short time the vast plains has been converted into homes of a prosperous, thriving, happy and contented people second to none.

NOTE—See article on Oregon Trail.



FUNK

Situated on the main line of the Burlington, 200 miles west of Omaha, on the Trans-Continental Road, is a village of 200 people, surrounded by a rich and as well improved country as the sun shines on anywhere, whom nature has provided with the best of roads. It has the best store buildings, filled with the most complete stocks of merchandise of any town of its size in the State, bar none. It has shipped 465 cars of grain, 300 cars of live stock and paid over \$75,000.00 in railroad freight in one year. It has a good school, a good church and parsonage, well maintained. Its merchants are wide-awake, and abreast of the times, are aggressive and progressive in their various lines. The glad hand is always extended, and you are cordially invited to stop, AND BE SHOWN.

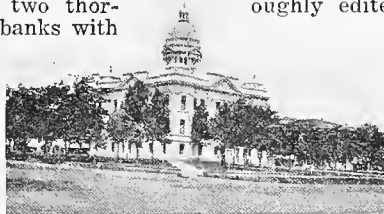
MINDEN

Minden, the County Seat of Kearney County, the wealthiest city of its size in the State, is situated on the Omaha-Denver line of the Burlington Railway, and is the terminus of the Kansas City and Omaha Railway. Located in the heart of some of the best agricultural and grazing land of the state of Nebraska, she has enjoyed an ever increasing valuation. In the past few years, the city now with a population of 2,100, has been marvelously improved and beautified, until it is now recognized as one of the foremost attractive and modern of all the small cities in the State.

Many large and well built stores and residences have been erected. The downtown district is well arranged. The city enjoys a modern and developed system of electric lighting. The hotel accommodations are ample and there are three equipped garages, a supply station and a vulcanizing plant. The city is especially strong as the retail center of the County, as containing two thoroughly edited papers, a strong insurance business, and two old and tested national banks with large deposits.

The best flour mill of western any in West Nebraska, several tors are located in Minden. The are equipped with competent tus. Church buildings equal to the worshippers of the city and ing the Presbyterian church, The Court House, costing \$125,- and finished in Tennessee marble.

in the center of a
The merchants



County Court House



Presbyterian Church



Humphrey Hotel

are ample and there are three equipped garages. The city is especially strong as the retail center of the County, as containing two thoroughly edited papers, a strong insurance business, and two old and tested national banks with large deposits.

Nebraska, a brick yard equal to substantial coal and grain elevators, splendid schools and a High School teachers and up-to-date apparatus and excelled by none house community, the best of these be- which enjoys a grand pipe organ. 000, is builded of Bedford stone. The building is choicely situated well gardened public square.

are an organized boosting club, and have been instrumental in producing one of the best County Fairs in the West. In addition to this, the merchants have been largely responsible for the organizing of the Omaha-Denver Trans-Continental Highway. It was upon the call of a State meeting, issued by these merchants and bankers, that the Omaha-Denver Trans-Continental Highway Association was organized.

All the roads which lead into Minden are like boulevards. Minden is the terminus of a great and good road called the Sun Flower Trail, which connects south to the Santa Fe Trail, to Kansas City and to points in southwestern Kansas.

Eight miles west of Minden on the Omaha-Denver Trans-Continental Route is located the largest Swedish settlement in the west, a well ordered and prosperous community.

Trees are abundant, lawns well kept, streets well sprinkled to allay dust, the elevation 2,196 feet above sea level; the air is clean and bracing. There is plenty of opportunity for duck, prairie chicken, grouse, geese shooting in season. On an average day during the touring season, 20 to 25 touring automobiles put up at the hotels.

Minden is a hustling, progressive little city. It has a live County Good Roads Club which does things. It has special interests for automobilists from the fact of its having so many miles of elegant roads, that stretch out like boulevards.



HOLDREGE

Holdrege, Nebraska, is one of the principal cities on the line of the Omaha-Denver Trans-Continental Route, and is widely known in the middle west as the "Magic City" on account of its rapid growth. It is situated in the middle of one of the best farming sections in the state of Nebraska and is the principal shipping point for that part of the commonwealth for grain and stock.

Holdrege has first class hotels, up-to-date automobile garages and really magnificent stores. In short, it is an up-to-date city and its people are very proud of it.

Holdrege is like most of the larger towns in the west—very ambitious for manufacturing industries and for growth in population. It is situated on the main line of the B. & M. railroad.

The city is very much devoted to education and the schools are among the best in the state, the high school particularly ranking as one of the best.

The churches of the city are housed in fine buildings and the congregations are large. The social life of the community very largely centers in the churches.

ATLANTA

Atlanta, Nebraska, a village of 300 population, on the main line of the C., B. & Q. between Chicago and Denver, is located in one of the finest farming regions and is, therefore, a fine grain market. The town is lighted with electricity; it also has water works. The town is incorporated; has ample hotel accommodations for a town of its size. All lines of business are well represented. School privileges are good. They carry 10th grade work.



A Piece of Scenery West of Atlanta

OXFORD

Oxford is the only town between Omaha and Denver that has fourteen passenger and mail trains daily. All fast trains stop at this point because it is located at the junction of the Burlington from Chicago to Denver with the main line from St. Louis to Denver.

The automobile tourist will really enjoy the change of scenery the moment he arrived within sight of this beautiful valley of the famous Republican River. Oxford is centrally located in this scenic valley—the land of wheat, corn and alfalfa.

The inhabitants of this beautiful valley are of a thriving, energetic and industrious character and very largely give their attention to farming and the raising of hogs and cattle.

The hotel accommodations at Oxford are excellent and tourists will be well advised to make this a place for a



Early Days in Furnas County

night's stop.



ARAPAHOE

Arapahoe, Nebraska, a little city of 1,000 population, is located on the main line of the C., B. & Q. Railway, midway between Omaha and Denver, in the fertile valley of the Republican River. Progressive in every respect, Arapahoe has one of the best water and electric light systems known to cities of its size in the State. Here are located forty-five business houses, including two stable banks, and the largest flouring mill in the entire valley. This mill and three elevators are able to handle only a small portion of the vast wheat and corn product of the north side of Furnas County, of which Arapahoe is the principal city. With its large stores, and pleasant residence district, Arapahoe is a desirable place for the home seeker.

At an elevation of 2,173 feet, the air is pure and invigorating; the nights are always ideal. Pure, clear water is obtained at moderate depths. The soil of Southwest Nebraska, and especially near Arapahoe, makes the finest natural roads, the joy of autoists. They are in good condition the year 'round and maintained at a nominal expense. Tourists will find adequate garage and hotel accommodations; the leading hotel and garage are within a half block of each other.

HOLBROOK

Holbrook is a little city of five hundred people located on the main line of the Burlington Railroad from Chicago to Denver and from St. Louis to Denver. It is a hustling little place in the midst of a fine farming community, with Deer Creek, a beautiful wooded stream, just to the east and the Republican River immediately on the south.

A fact of historical importance to the inhabitant and mayhap to the traveler as well, is that it was here just east of the bridge which now spans Deer Creek and almost at the place where the Trans-Continental Highway now passes, that I. B. Burton, the oldest settler, turned the first furrow ever plowed in Furnas County. In honor of Mr. Burton, the first postoffice was called Burton's Bend and the voting precinct still bears that name. The town is well represented in all business lines, including hotel and garage, and contains many beautiful homes surrounded by fine trees and lawns. An excellent steel bridge costing over eleven thousand dollars spans the river just south of town and gives ready access to a beautiful natural park, which is utilized for camp meetings, picnics and celebrations.



Street Scene Holbrook

CAMBRIDGE

Cambridge, Nebraska, beautifully situated in the valley of the river, is one of the best good road towns between the oceans. This year the drainage from uplands north have played havoc with roads, but the next morning the auto road within their district was made comfortably passable for the most exacting tourist. A great deal of credit is due this body of business men when it is known that when one flood did \$7,000 damage to city property, they first repaired their roads.

Cambridge has electric lights, water works and modern sewerage system and is surrounded by a fine farming country.



Model Concrete Bridge Near Cambridge



INDIANOLA

Indianola, Nebraska, is located on the main line of the Burlington Railroad, nearly midway between Omaha and Denver. It is in the grand valley of the Republican River, where corn, wheat and alfalfa are raised. It is accessible from all directions by good roads. Has a population of about 1,000. Has a good steam grist mill 75 barrels capacity. Has a fine brick High School building costing \$15,000.00.

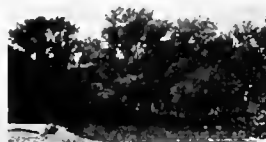
Has valuable ochre deposits, one hotel and two restaurants, two state banks, two public halls and three good church buildings. The center of the best stock raising section in the world. Has good stores, livery barns, shops, etc., and good moral, intelligent, prosperous people.

McCOOK

Before the advent of civilization, southwestern Nebraska, with its numerous streams and luxuriant grasses, was a favorite haunt of game. The old settlers tell of a time, in the not distant past, when buffalo blackened the prairies, when elk were found in the canons, when deer browsed along the creeks, and antelope grazed on the highlands. Water fowls covered the ponds in spring and fall, and wild turkeys abounded in the timber. The game attracted the Indians, who came here in pursuit—the Pawnees from the northeast, the Sioux from Dakota, the Cheyennes from the Black Hills, the Arapahoes from the western plains and the Comanches from the south. This region was the battleground of the plain's tribes and evidences of their warfare are frequently found.

McCook, the County Seat of Red Willow County, with its population of 4,000, is the metropolis of southwestern Nebraska, between Hastings, Nebraska, and Denver, 400 miles. It is situated at an elevation of the valley of the Republican. The view fringed stream threading the fertile bottom beyond, is beautiful and inspiring. Irrigation of the valley, where wealth in the fruits and vegetable is produced

When the Burlington Railroad summer of 1882, the site of Mcprincipal division station between tains. The company has shops extensive terminal facilities, water ter buildings. Here all train and the time changes, the trains run—mountain time.



Park and Carnegie Library



Central High School

Nebraska, the largest town between Colorado, a distance of more than 2,500 feet, on the hills overlooking from the higher levels, of the tree tops and of the range of hills tion aids nature in making a garden form of alfalfa, sugar beets, grain, in large amounts.

was extended to Denver in the Cook was selected as the location for the the Missouri River and the Rocky Mountain here for the repair of locomotives and cars, and electric plants and division headquarters engine crews are changed, and here, too, ning east on Central time and west on



Commercial Club

McCook possesses ample and excellent hotel accommodations, and its high altitude, its healthful climate and its location will make it a convenient and agreeable place for tourists to spend the night.

CULBERTSON, NEBRASKA

Culbertson, Hitchcock County, Nebraska, has a population of 580 and is situated at the junction of the Republican and Frenchman Rivers, on the main line of the C., B. & Q. R. R. There are eight mail trains daily. The town is located in one of the most fertile valleys in the State; there are three general stores, two hardware, a bank, printing office, a first class hotel and good restaurant; automobile garage one block north of auto road; one of the best graded schools in Western Nebraska and seven churches.

The Culbertson Irrigating ditch, the third largest in the State, runs just north of town and is forty miles long, watering 10,000 acres of fine farming land. This ditch taps the Frenchman River at Palisade, 24 miles west. The soil here is very productive, sugar beets, wheat, corn, alfalfa and all cereals make rapid growth. The Nebraska Experimental Farm is situated just west of town and can be seen from the auto road. The annual shipment of sugar beets from this point will amount to over two hundred cars per year. The old Fremont Trail passes through the center of the town.

PALISADE, NEBRASKA

Palisade, Nebraska, is situated on the County Line, between Hitchcock and Hayes Counties, and is in the Frenchman River Valley and on the Imperial Branch of the C., B. & Q. Railroad.

It has a population of 400, with a perfectly developed water system and with 180 horse power electric

light system. Has a fine pressed brick school building, three churches, four general merchandise stores, two hardware stores, two confectionery stores, one restaurant, one hotel, one rooming house, two lumber yards, two millinery stores, two meat markets, two blacksmith shops, two livery stables, two telephone offices, two elevators, one bank, one garage and repair shop and one drug store.

The valley is all under irrigation, with alfalfa as the principal crop, and with many other advantages not found elsewhere.

WAUNETA, NEBRASKA

Wauneta, Nebraska, 363 miles west of Omaha, Nebraska, and 265 miles east of Denver, Colorado. The tourist traveling over the Omaha-Denver Good Roads Route will pass through the beautiful village of Wauneta, Nebraska. Wauneta, an Indian name from the Sioux language, meaning falling water, derives its name from its location by the magnificent falls of the Frenchman River. These falls developing the greatest natural water power in the State of Nebraska were once the favorite camping grounds of the Pawnees, Sioux and other western Indian hunting parties.

Wauneta is a bustling little city of some 400 inhabitants, with its shaded streets, electric lights, city water works, substantial business houses, beautiful homes, affords a comfortable and inviting resting place for tourists. Its beautiful shaded lake will invite the tourist to loiter and enjoy its splendid fishing. Here the traveler will find comfortable, well conducted hotels, where the tourists will find every comfort provided for rest and refreshment. Its two well equipped garages provide ample accommodations for storage and repair of automobiles. To those who prefer to spend their Sabbaths as a day of rest, our churches extend a cordial welcome.

Wauneta's altitude, some 2,700 feet above sea level, provides a happy medium between Missouri River points and mile high Denver. The citizens of Wauneta have taken an active part in the building of the Omaha-Denver Good Roads Route, made manifest by their energetic measures in improving the highway, providing accurate markings for the route and aiding in many ways to make the tourist's journey a safe and comfortable one.



Wauneta Falls

IMPERIAL, NEBRASKA

Imperial, the County Seat of Chase County, Nebraska, is situated near the center of the county, and enjoys the distinction of having held the first public meeting in this state, advocating a cross-state "Good Road Highway," which culminated in the State organization of the Omaha-Denver Trans-Continental Highway, and now a potent part of the great Ocean-to-Ocean Highway.

Feeling a just pride in having been the originators of this movement, and of the fact that the citizens of Imperial, as well as of the entire county are each a boomer for "Good Roads," they are ever ready to give the traveler over this route all the information pertaining to routes, county, towns, hotels, restaurants, garages or other desired information.

The population of Imperial is about 500, mostly Americans, with a goodly number of Germans, Irish and Swedes. The town has three churches, excellent high school, a fine fireproof Court House, the best in southwestern Nebraska; live merchants comprising every line of business, with full and ample stocks of goods; two strong banks, auto repair shops and garage with all necessary repairs and equipments to accommodate the traveling public, and is surrounded by a fertile, prosperous farming and stock raising community.



First National Bank



Farmers and
Merchants
Bank



Chase County Court House

The topography of the county is level and the soil is a black sandy loam, none richer in the cereal producing qualities; all kinds of cereals, alfalfa, tame and wild grasses, vegetables and fruits raised profitably that can be raised in the 41st latitude.

The climate is mild and delightful, the altitude being 3,300 feet; the nights are cool and refreshing. The annual precipitation is about 23 inches, eighty per cent of which falls during the months from April to October, a never failing supply of most splendid sheet water found at from 30 to 100 feet.

This is not a desert, nor a drouth stricken country, as many in the east believe, but on the contrary, is a most fertile country, watered with never-failing living streams of water, it being the best watered county in southwest Nebraska.

The people are not composed of the wild cow-boy and typi-

cal frontiersman, but as educated, prosperous, intelligent, courteous a class as will be found in any of our eastern states, always ready to welcome and entertain the traveling public who may sojourn in our midst.

All the better class of our town and farm buildings are erected by those who have resided in this county for the past ten to twenty years, showing that they have unlimited faith in the country, and its future, and many of these improvements would be a credit to any country.

This county holds out to those seeking investments in lands, ranches or business flattering opportunities, and we ask all seeking such investments to stop off in your itineracy through this country, and we will convince you by actual demonstration.

IMPERIAL COMMERCIAL CLUB.

HOLYOKE, COLORADO

County Seat of Phillips County, Colorado, located in the Frenchman Valley, thirteen miles from Nebraska line. Has five churches, good graded school, County High School and Municipally owned Electric Light and Water Plants.

Holyoke is located in a rich bushels of wheat per acre has been portion. Located in the center of opening on the C., B. & Q. Rail-

Situated at an altitude of 3,800 ozonized atmosphere, the purest of shine, which are now conceded by potent factors in subduing lung

Phillips County boasts of the Omaha and Denver. The only engine and desire to go fast, no ing County. One day's run from Omaha. Just the place to stop over night.

Land Prices.—Unimproved land at from \$10.00 to \$25.00 per acre, and improved from \$25.00 to \$50.00. For further information call or write the Holyoke Commercial Club.



Good Roads Boosters
January 30, 1911

agricultural district, where 47 produced and other crops in pro-wheat belt, and affords the best road for a flouring mill.

feet. Holyoke has a light, dry, water and an abundance of sun-eminent physicians to be the most and bronchial troubles.

best natural Auto Road between speed limit is the power of your change of gear necessary in cross-Denver, and two days run from

HAXTUN, COLORADO

The land in the Haxtun Country is level prairie; soil, generally, is rich sandy loam of excellent fertility and affords a great diversity of crops—corn, wheat, barley, oats, rye, spelts, flax, cane, millet, alfalfa, potatoes and vegetables are grown profitably.

Average rainfall past ten years 19.52 inches. An abundance of pure soft water is obtained at a depth of 150 to 175 feet.

Stock and Poultry raising is very profitable.

Improved farms are valued at from \$25.00 to \$40.00 per acre, while unimproved land may be had at from \$10.00 to \$25.00 per acre.

The Haxtun Country is conceded the best dry farming section in Colorado and has carried away the best prizes at State and National Exhibitions (at Pueblo State Fair for 1911 we took 82 prizes); notwithstanding this, we have an organized irrigation district, (with Storage Reservoir six miles from Haxtun) embracing 110,000 acres of Phillips County land, from which we expect great increase in values.



Corn Bins



Breaking Sod

STERLING

The queen city of the South Platte Valley, situated 130 miles northeast of the Capital of the great state of Colorado. Within the last seven years the Sterling agricultural district has transformed itself from what was the foremost live stock country in the State to the foremost farming district. the large ranches formerly operated in the cattle and other live stock industry are being cut into smaller farms and are rapidly being settled with a class who are altogether an agricultural people.

Logan County, of which Sterling is the County Seat, is without doubt the coming banner County of the State for the growing of crops under irrigation with 200,000 acres or more land covered by completed irrigation systems and many more acres under projects now developing. Logan County now has a larger acreage of sugar beets than any section along the South Platte Valley, raising annually more than 10,000 acres which supplies the large sugar factory located at Sterling, as well as furnishing a large portion of the sugar beets necessary to run the factories located at other points in the South Platte



Sugar Beet Factory

Valley. The great stacks of alfalfa that may be seen on the ground any season after the harvest is done make the Valley look like the encampment grounds of some vast army.

Some of the principal features of interest that a tourist should not fail to see in passing through Logan County are, the North Sterling Irrigation District reservoir, which cost \$1,500,000.00, located twelve miles northwest of Sterling, where water to irrigate 80,000 acres of land is stored during the winter months and used during the summer for the irrigation of crops; the Prewit Reservoir three miles south of Merino, Colorado, which will store 30,000 feet of water, which will be used almost entirely in the growing of sugar beets and alfalfa; the big Sugar Factory at Sterling, Colorado, owned by the Great Western Sugar Company, which pays annually to the beet growers about \$750,000.00; the Alfalfa Meal Mill, operated and

owned by the Great Western Sugar Company.
Sterling has a fine Industrial School, the second of its kind in the United States, where the various trades are taught, including an agricultural course; in addition to this fine School, costing \$100,000.00, Sterling has splendid common schools. The cuts of the Sugar Factory and Industrial School show only two of many of our good buildings. We have a Court House costing \$100,000.00; many good Churches, etc. To the tourist who may be combining pleasure with the business of looking for a new location we extend the most hearty invitation to look into the merits of our City and County. Sterling is a beautiful little city of 4,000 people with a great future, well located and on a division point of the Union Pacific and Burlington Railroads.

The citizens of Sterling and Logan County cheerfully extend the glad hand to all tourists. Make your wants known and give us an opportunity to be of service to you.



High School



BRUSH

The Metropolis of Eastern Colorado

Brush received its name from Ex-Lieutenant Governor of Colorado, Hon. J. L. Brush, who was at one time a big stockman in this country and who still holds large land interests here.

What You May Expect To Find at Brush and Vicinity.

The best farming country in the State of Colorado. Has been under irrigation 20 years and has never had a crop failure or shortage of water.

Vegetables of all kinds grow abundantly and are money getters. Alfalfa, Sugar Beets, Potatoes and Grain are the principal crops. Broom corn yields abundantly—a good opening for a broom factory.

Splendid opportunities in the way of land investments. Ask the farmers along the road what are the results of their labors.

Brush is on the main line of the Burlington and is also a terminal point of the Burlington and Montana Railroad. Has fourteen mail trains daily; Adams Express Office.

Brush is a city of homes, has every modern convenience, water works (pure water, air pressure system), electric lights, sewer system, a live commercial club, fine High School, Sugar Factory (capacity 1,000 tons daily), a large Mofalfa Mill for grinding alfalfa in combination with Molasses for feeding stock.

Brush is only two hours' ride from Denver, making it an ideal location for manufacturing enterprises. A good opening for a milk and vegetable cannery. Has good market facilities both east and west.

All lines of retail business represented, but room for more.

WATCH US GROW.

For general information call on or write,

THE BRUSH COMMERCIAL CLUB,
BRUSH, COLO.



Sugar Beet Factory

FORT MORGAN

Ft. Morgan is known as the "City of Shade and Light." This town is built on the site of old Ft. Wardwell, which was an outpost on the South Platte river in the early sixties. Its name was changed in 1866 to its present designation and in 1868 the military post here was abandoned, and in place of the little sod fort there now stands a city whose beauty and prosperity are known throughout the state.

The town has four thousand people and most of them own their own homes. The streets are well lighted, and the schools are the best. There are many beautiful churches, and the shops are finer than are usually found in a place of this size. Real estate men believe that the opportunities for investors in this vicinity are as good, both for city and farm land, as anywhere in the west. Ft. Morgan is the county seat of Morgan County, which is the center of the largest irrigated section in Colorado. Morgan County produces sugar beets, alfalfa, potatoes, small grains of all kinds and a variety of other crops. Intensive farming is the rule. Dairying, stock raising and feeding yield profitable returns.

For further information the public should write the Chamber of Commerce, Ft. Morgan, Colorado.



INTERESTING CITIES

ON THE

OVERLAND TRAIL

Connecting the OMAHA-DENVER TRANSCONTINENTAL ROUTE at Lincoln with the WAUBONSIE TRAIL for Keokuk and Indianapolis, at Nebraska City

NEBRASKA CITY, NEBRASKA

Nebraska City is interesting to the tourist as the historical point in Nebraska. It is attractive as the scenic location on the Missouri River and as a most satisfactory control point. Home-like hotels, well equipped garages, modern stores with accommodating clerks are conditions that invite the tourist to select the Waubonsie Trail for his route.

Nebraska City is a division point on the Burlington and the main line north and south of the Missouri Pacific Railway. It has large manufactories, grain distributing and jobbing interests. It is the county seat of Otoe County. It has the state school for the blind, fine churches and residences, a handsome high school and ward schools. The B. P. O. E. and Eagles have beautiful homes.

Nebraska City is noted for its wealth of trees and driveways. Arbor Lodge is the home of J. Sterling Morton, father of Arbor Day, and adjoins the city. It is an arboretum of national interest. In Morton Park is found the bronze and granite memorial, erected by the Arbor Day Memorial Association to the memory of J. Sterling Morton. This is the largest and most imposing memorial west of Chicago.

Nebraska City is the central crossing point and is only forty-five miles to Omaha. Its roads are good and lead south to Atchison, Leavenworth, St. Joseph and Kansas City.

SYRACUSE

Located in the center of Otoe County, on the B. & M. Railroad, about midway between Lincoln and the Missouri River. The population is made up of a thrifty and staunch class of well-to-do citizens, who are progressive and public spirited.

The town has an accredited High School, six Churches, Public Library, an excellent Water Plant, fire protection and a municipal gas plant, being almost free from debt.

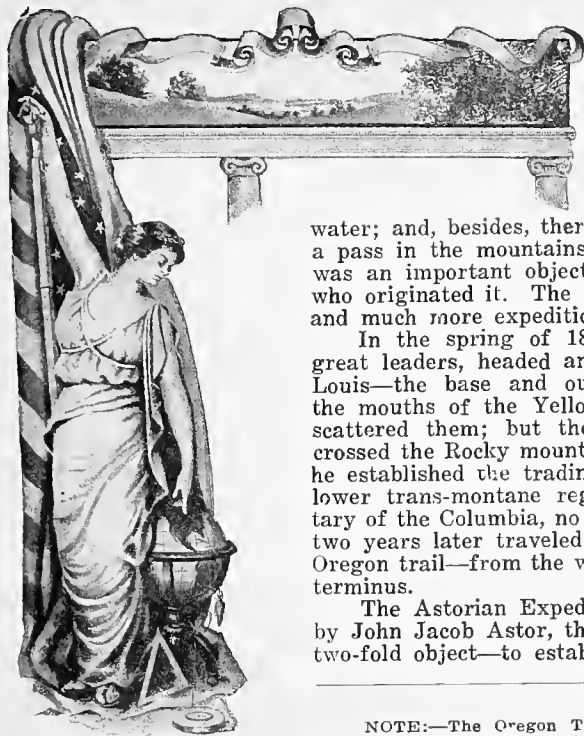
Industrially the town depends almost entirely upon its agricultural resources. Of late years the farmers have added excellent homes to their improvements, where they live in absolute comfort. Many thousands of dollars have been spent in improvements on barns, sheds, silos, feed yards and fences. More intensive tillage is practiced with the result that the soil is being replenished and made new. Corn is the staple crop, but recently the acreage of wheat has nearly doubled. During the summer of 1911 nearly \$100,000 worth of wheat was marketed at the two elevators in Syracuse.

Syracuse was established in 1871. Prior to that time pioneers from New York State had settled in the new country and out of these settlements grew three towns bearing names of New York cities. In the early '50's a few straggling settlers who had abandoned the stampede for California gold "squatted" along the Little Nemaha River, and at Nursery Hill, a mile west of the present site of Syracuse, was established a "post" on the road between Nebraska City and Lincoln. Nursery Hill was the "half way house" between the two cities, and at this point was built "the old stone mill," the earliest permanent land mark in Central Otoe. Since that time the history of the town has been one of continuous and steady growth.

PALMYRA

Palmyra, Nebraska, is a beautiful village of about 400 people, situated on the Little Nemaha River between Lincoln and Nebraska City. The main part of town lies on the southeast slope of a long hill rising from the Nemaha and extending north and west for about one-half mile. On the summit of this hill is situated the city park, which is one of the most beautiful in the country.

All lines of retail business are well represented and hotel accommodations are excellent. All kinds of grains are raised successfully. Hay is one of the chief crops, sometimes making enormous yields. Fruits are raised in abundance. The apple crop usually is very large, the surplus being shipped out in carloads. The people are energetic and prosperous and always extend to the tourist their generous hospitality.



THE OREGON TRAIL

BY ALBERT WATKINS

HISTORIAN NEBRASKA STATE HISTORICAL SOCIETY

The Oregon trail was a cut-off of the route to the Columbia river followed by the famous Lewis & Clark expedition of 1803. The explorers clung to the Missouri river because it was a sure guide to the Rocky mountain divide; because they preferred travel by water; and, besides, there were traditions that the head-waters led to or through a pass in the mountains. Furthermore, exploration of the river to its source was an important object of the expedition in the mind of President Jefferson, who originated it. The subsequently developed cross-country route was safer and much more expeditious, reducing the distance about 1,800 miles.

In the spring of 1809 Manuel Lisa, Andrew Henry and Pierre Menard, all great leaders, headed an expedition of one hundred and fifty trappers from St. Louis—the base and outfitting point of early traffic on the Missouri river—to the mouths of the Yellowstone and Bighorn. The hostile Blackfeet Indians scattered them; but the intrepid Henry refused to be driven back and instead crossed the Rocky mountains. On the north, or Henry's fork of the Snake river, he established the trading post called Henry's Fort. His knowledge of the lower trans-montane region and of the Snake river, the great southern tributary of the Columbia, no doubt gave a clue to the Astorian Expedition which two years later traveled in the main what subsequently became the regular Oregon trail—from the western base of the Rocky mountains to its northwestern terminus.

The Astorian Expedition was sent out from St. Louis in the spring of 1811 by John Jacob Astor, the founder of the great American Fur Company, with a two-fold object—to establish his company on the Oregon or Columbia river and,

NOTE:—The Oregon Trail crosses the Omaha-Denver Trans-Continental Route 5 miles west of Juniata, about 165 feet south of east and south turn.

incidentally, to gain that then unattached country for the United States. The Astorians, mindful of the experience of Lisa's party with the Blackfeet, struck across the country from the Arikari Indian village, situated near the northern line of South Dakota, about five miles above the point where the Chicago, Milwaukee & St. Paul railroad has recently bridged the Missouri river. They skirted the Black Hills on the north, crossed the upper reaches of the Powder and Big Horn rivers and the Rocky mountains in the neighborhood of Jackson's Hole. A part of the Astorians on their return trip in the fall of 1812 and the spring of 1813 followed the entire length of the Oregon trail as far east as the mouth of Ash Hollow—which opens into the North Platte valley in Deuel county, Nebraska—but, instead of taking a diagonal course to the Missouri river, they followed the Platte to its mouth, going thence by boat on the Missouri to St. Louis.

In the meantime trapping and trading on Green river and about the sources of the Platte called for a direct route to St. Louis, and so, of course, it was forthcoming. In 1824 William H. Ashley led a party of three hundred to the Green river fur fields; but he followed the Missouri river to old Council Bluffs and then, cutting across to the Platte, the mountains. In 1830 Jedeson and William L. Sublette, took a train of ten wagons river route and probably by the wagons ever taken to the Rocky ka. In 1832 Nathaniel J. Wythe entire length of the trail—His party joined that of Wil-prising 80 men and 300 horses. Pierre's Hole. Captain Bonne-train of twenty wagons just



EZRA M. LEE
Whose Life Is Devoted To the Oregon Trail

kept along the south fork to diah S. Smith, David E. Jack-three great trappers and trad-from St. Louis by the Platte Nebraska cut-off—the first mountains and through Nebras-eth led the first expedition over from Independence to Oregon. liam L. Sublette, together com-Sublette went only as far as ville, trader and explorer, took a ahead of Wyeth.

In the early part of the decade of 1830-40 missionaries to the northwest Indians, among whom Dr. Marcus Whitman was conspicuous, attracted or recalled public attention to the Oregon country, and by 1840 opposing American and British claims to it had developed into rivalry. Accordingly, in the spring of 1842, Dr. Elijah White, who had already been in Oregon as a missionary, organized a party of 120 people to go there as colonists, and our federal government encouraged the enterprise by appointing its leader "sub-agent of Indian affairs of the territory west of the Rocky mountains." The expedition traveled what now began to be recognized as the regular Oregon trail—following the valleys of the Little Blue and Platte rivers. General Fremont, on his first expedition to the mountains, followed not far behind Dr. White's party. The next year another colony of a thousand people passed over the trail, this one taking wagons through to the Columbia, while the first party left its wagons at Wyeth's trading post, called Fort Hall.

Soon after this time the federal government saw the necessity of establishing military posts for the protection of the increasing traffic over the trail; and so Fort Kearny was established in 1848 and Fort

Laramie and Fort Hall the next year. There had been light travel to California previous to the discovery of gold there in 1849; and for some years after that time the California traffic greatly exceeded that to Oregon. The roads separated just beyond the South Pass of the Rocky mountains. There had been light travel, also, before 1849, on an upper route, crossing the Missouri mainly from Trader's Point to Bellevue; but this did not become considerable until the Mormon exodus to Salt Lake in the spring of 1847. From 1849, the upper route was as important as the lower or old Oregon line from Independence; but by that time the California traffic predominated and both roads were commonly called "California road." The lower road was familiarly known as the Oregon trail before the Omaha and Council Bluffs route became important.

After the discovery of the Pike's Peak gold fields and the Mormon settlements in Utah had grown to importance, the trail became a great mail, freight and passenger line to Denver, Salt Lake City and western military posts. Through traffic fell off largely when the Union Pacific railroad reached Ft. Kearny and North Platte in the fall of 1866, and it almost ceased on the completion of the Pacific road to the coast in 1869. Railroads were gradually built along the entire trail. It entered what is now Nebraska near the boundary line of Gage and Jefferson counties, followed the Little Blue Valley to a point near where Leroy is now situated in Adams county, thence across to the Platte river, striking it about 25 miles east of Ft. Kearny, thence up the Platte valley, crossing the river at a point near where Big Spring is situated; thence northwesterly across to and down the canon of Ash Hollow to the North Platte river, following that stream to the Rocky mountains; and crossing them by the South Pass; from the western side of the mountains northwesterly to the Columbia river.

The Oregon trail was the most famous and important wagon road on the North American continent. The Nebraska legislature at the session of 1911 designated a commission to erect markers along the trail within the state and appropriated two thousand dollars therefor. The commission is now engaged in the performance of its duties.



THE USE OF THE KING ROAD DRAG

BY GEORGE R. CHATBURN

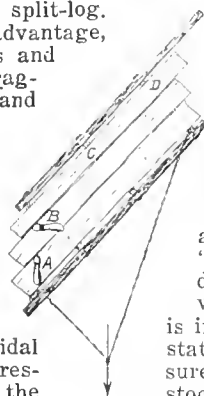
[HEAD PROFESSOR OF APPLIED MECHANICS, THE UNIVERSITY OF NEBRASKA]

The simplest and best method of maintaining an earth road yet devised is that of dragging. For years race tracks have been dragged or floated for the purpose of keeping the surface smooth and reducing tractive resistance. Why the method was not extended earlier to the ordinary wagon roads is one of the mysteries of our civilization. Within recent years, however, Mr. D. Ward King, of Missouri, developed a form of float or drag which has proven most efficacious for its purpose.

Mr. King originally made his drag of a split-log, planks and of steel. Each has its points of advantage, Dragging, if properly done, not only shapes and amount of earth toward the center at each drag—it also is a puddling and smearing process, and these last two elements must enter.

In a sieve and water turned upon it, on soil the water soon soaks in and much of the sieve. But if the water and soil be then pressed into a cup shape in the sieve additional water be put into the mud cup ration the sieve thus smeared inside with a number of days. In the process of pudd-become pressed closely together and the or gummy colloidal mass is formed which such water as is needed to form this colloidal reluctantly only upon the application of pres-

The water-hole or storage reservoir of the some of which are still to be seen along the line western Nebraska and Eastern Colorado; the ordinary mud-puddle of the hog-yard or the roadway, all hold water because lined with puddle—colloidal soil made dense and impervious by kneading. Puddle, in the presence of an excess of water, because each solid rounded particle is thoroughly lubricated by a film of water surrounding it, becomes soft and moves freely, so that when pressure, as of a foot or a wagon wheel, is applied the mud squashes out sideways and it is incapable of sustaining any great load. On the other hand, if the contained water is of the right amount, such soil will pack under pressure or by tamping until



But now drags are constructed also of and all do excellent work.

crowns the road by carrying a small ging, smoothing and honing the same, but if the highest success is to be obtained

If soil taken from the field be placed account of the granular condition of the passes clear through and out the meshes stirred and mixed to form sticky mud and it will be found to hold water, that is, if and covered by a glass plate to prevent evapo-“puddle” will retain the water for a considerable the air has been worked out, the particles voids between them filled with water; a sticky is impervious to the passage of more water, and state is tenaciously held and will be given up sure or through evaporation.

stockman; the buffalo-wallow of the plains region, of the Omaha-Denver Trans-Continental Route in all hold water because lined with puddle—colloidal soil made dense and impervious by kneading. Puddle, in the presence of an excess of water, because each solid rounded particle is thoroughly lubricated by a film of water surrounding it, becomes soft and moves freely, so that when pressure, as of a foot or a wagon wheel, is applied the mud squashes out sideways and it is incapable of sustaining any great load. On the other hand, if the contained water is of the right amount, such soil will pack under pressure or by tamping until

if spread upon a firm foundation, it is capable of sustaining a considerable load without either squashing or grinding into dust. A well crowned road covered with puddle in its ideal condition of dampness has a water tight roof and all it needs in addition is thorough side and under drainage to give it a dry cellar; and a road, like a house, if it has a tight roof and a dry cellar, may be made fit for the use of a king.

Dragging a road immediately after a rain, while the ground is still wet, but not too sticky, puddles the soil and smears it over the top; presses out the surplus water and leaves the surface smooth and hard for service; and when the next rain comes the water rapidly runs off before it has had time to soak deeply in. Now another dragging puddles and smears some more; the drag having been set to bring fresh earth from the side toward the center, the thickness of the roof gradually increases with each dragging until in time there are two or even three inches of compact hard crust. The wheel tracks being obliterated, the entire surface of the dragged highway receives the uniform beating and packing of hoofs and wheels and the formation of ruts, the worst possible thing that can happen to any road surface, is avoided.

The successful use of the drag requires first a light drag; one so light, no matter what material it be made of, that one man can easily load it into a wagon, but still stiff and rigid enough not to materially bend under use on the road. The driver should ride the drag, not seated with an umbrella over him, but standing so that by changing his position he can make it dig deeper or not so deep as he wishes. To make it dig deeper throw the entire weight on one foot near the cutting or forward corner of the drag at A (Fig. 1); if less deep throw the weight back upon the foot B or step to C. If the front rail becomes clogged with weeds, or it is desired to drop a quantity of earth to fill a hole, the driver should step quickly to the point D. The earth dug up by the cutting blade should gradually work along and sift under the forward rail. The rear rail may be set slightly leaning so that it crushes and plasters down the earth which has sifted under the forward rail, leaving it smooth as butter is left as a piece of bread by the knife, or mortar by the trowel of the workman. Lengthening the hitch will also cause the drag to move more earth.

It is impossible to state the exact length of hitch, the best angle to draw the drag, or the position of the driver, for these will all vary with the character and condition of the soil, the length of time the road has been dragged, and the condition of the roadbed at the time of dragging. The driver, if a man of intelligence, can by trial soon ascertain these things for himself. But it may be said, the total amount of fresh earth brought toward the center should usually all be spread and crushed by the drag. No ridge or windrow of earth should ever be left in the middle of the road. Care in digging up only just as much as will uniformly sift out under the rail will avoid this, but if for any cause it be thought wise to bring more to the center it can be smoothed by using the drag straight instead of diagonally the last trip over. If the center gets too high, that is more than ten or twelve inches higher than the side, drag in the opposite direction occasionally.

The Illinois Highway Commission distributed to its road overseers the following rules for dragging, which are both concise and explicit:

"Make a light drag, which is hauled over the road at an angle so that a small amount of earth is pushed to the center of the road.

"Drive the team at a walk.

"Ride on the drag; do not walk.

"Begin on one side of the road, returning on the opposite.

"Drag the road as soon after a rain as possible, but not when the mud is in such condition as to stick to the drag.

"Do not drag a dry road.

"Drag whenever possible at all seasons of the year. If the road is dragged immediately before a cold spell it will freeze in a smooth condition.

"The width of traveled way to be maintained by the drag should be from eighteen to twenty feet: first drag a little more than the width of a single wheel track, then gradually increase until the desired width is obtained.

"Always drag a little earth toward the center of the road until it is raised from ten to twelve inches above the edges of the traveled way.

"If the drag cuts in too deep shorten the hitch.

"The amount of earth that the drag will carry along can be very considerably controlled by the driver, according as he stands near the cutting end or away from it.

"When the roads are first dragged after a muddy spell the wagons should drive to one side, if possible, until the roadway has a chance to freeze or partially dry out.

"The best results from dragging are obtained only by repeated application.

"Remember that constant attention is necessary to maintain an earth road in its best condition."

There is an old adage that "eternal vigilance is the price of success." The magnificent roads of Europe are kept in condition by the patrol system. A patrolman goes over his section on foot every day. With a stiff broom he sweeps out any tendency to form a beaten path, fills ruts, practically, before they are formed by never allowing a low place to remain more than a day or two. Not only does the patrol keep his road in condition because he is paid to do so, but through competition and rivalry each tries to outdo his neighbor and the results are those grand thoroughfares which are a delight to all persons who travel upon them and an economic saving to the people at large. The proverb "A stitch in time saves nine," applies as well to the road as to the garment, and dragging the road after every rain is perhaps the easiest, cheapest and best way of taking that stitch.

GENERAL MAP

OMAHA-DENVER TRANS-CONTINENTAL ROUTE

AND OVERLAND TRAIL



LEGEND

HOUSE	.....	WOODEN BRIDGE	.....
SCHOOL	.....	STEEL BRIDGE	.....
CHURCH	.....	CONCRETE BRIDGE	.....
WINDMILL	.....	CULVERT	.....
TROLLEY	CEMETERY
RAILROAD	TREE
MAILBOX (Figures denote Number of Boxes) 1/2	SIGN

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GOING EAST—Start corner Broadway and Colfax Ave; go due east on Colfax Ave.



DENVER, COLO.

Pop. 213,381. Alt. 5,280 ft.
7 E. to Aurora, 632.3 E. to Omaha.
Distance measured by Warner Auto Meter.

HOTELS—The Albany, Eur., \$1.50 up, 17th and Stont. The Brown Palace, Eur., 17th and Tremont.

GARAGES — Michael's-Middlekauff Auto Co., 1709-13 Tremont. Denver Auto Goods Co., 1600 Broadway. Central Motor Co., 1333 Broadway. Mann-Aldrich Carriage Co., 50 W. Colfax Ave. Colorado Auto Co., 1230 Broadway.

NOTE—One must bear in mind that it is 94.6 miles to Ft. Morgan and should make a point to see that he is supplied with a sufficient amount of gasoline and oil.



Corner Broadway and Colfax Ave.

Michaelis-Middlekauff

Auto Co.

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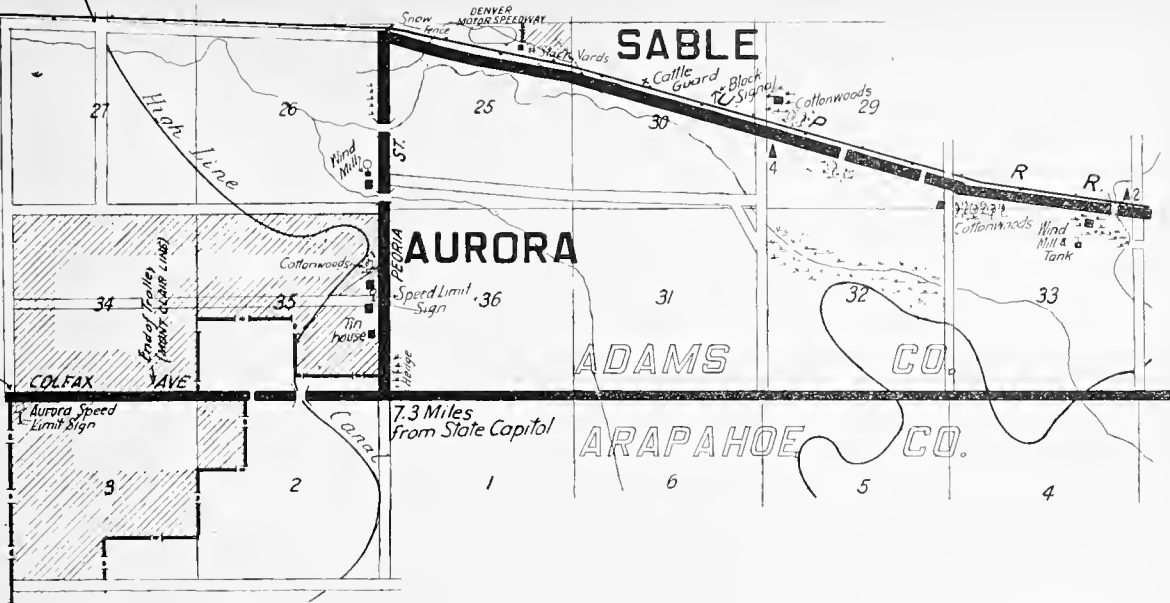
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Guides at Stationers

5.4 from State Capital



AURORA, COLO.

(Suburb to Denver.)

7 W. to Denver, 2.9 N. to Sable,
625.3 E. to Omaha.
Distance measured by Warner Auto
Meter.

SABLE, COLO.

(Suburb to Denver.)

2.9 S. to Aurora, 12.1 E. to Watkins,
9.9 W. to Denver, 622.4 E. to Oma-
ha.
Distance measured by Warner Auto
Meter.

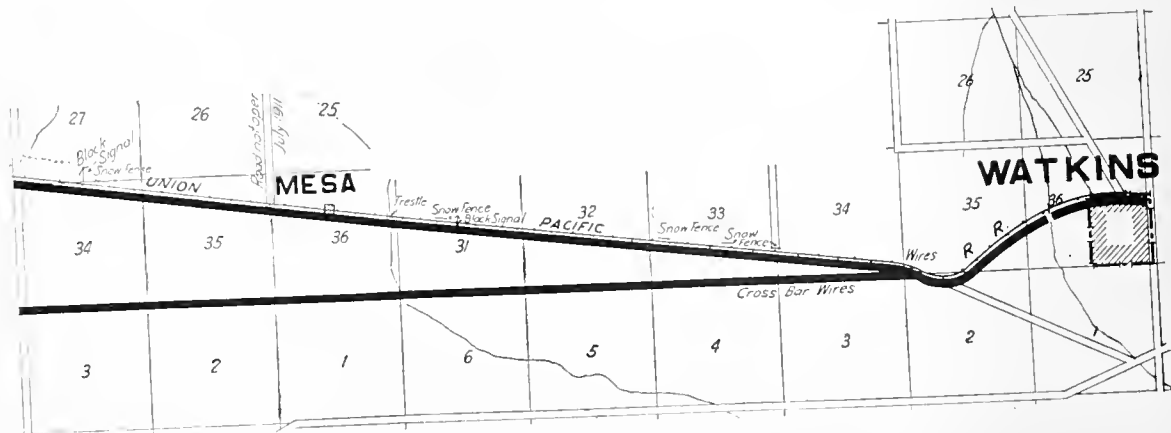
NOTE—The lower black line at fork is the Official
Omaha-Denver Trans-Continental Route, but
not open for travel (Oct., 1911). It is ex-
pected to be completed during the summer
of 1912.

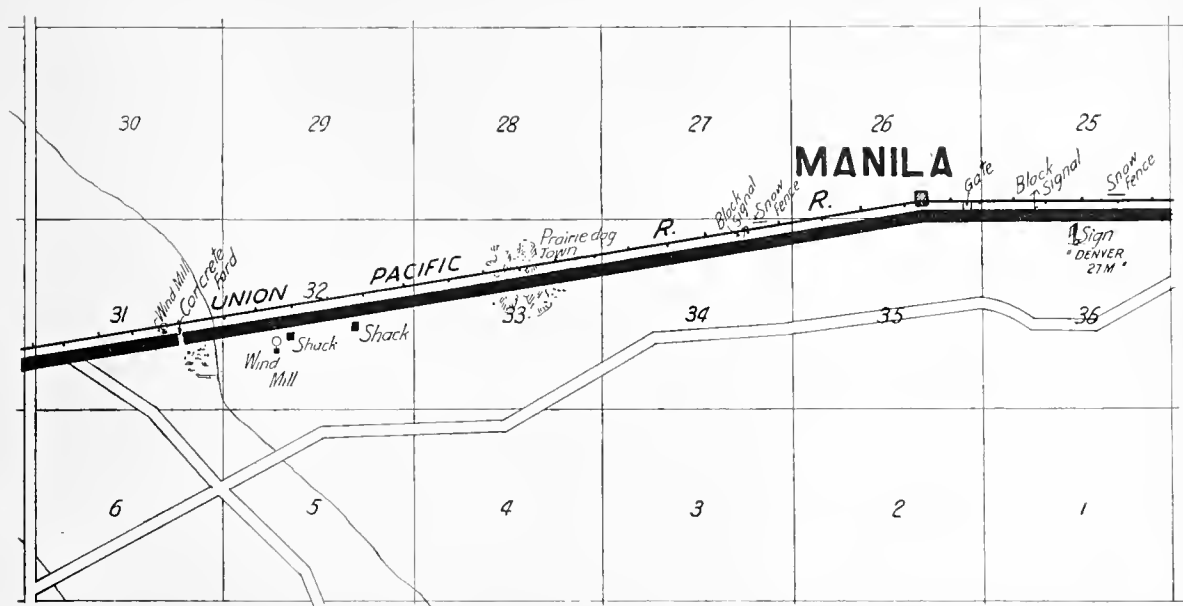
NOTE—The lower black line at fork is the Official Omaha-Denver Trans-Continental Route, but not open for travel (October, 1911). It is expected to be completed during the summer of 1912.

WATKINS, COLO.

Pop. 15. Alt. 5,600 ft.
 12.1 W. to Sable, 9.3 E. to Bennett.
 22 W. to Denver, 610.3 E. to Omaha.
 Distance measured by Warner Auto Meter.

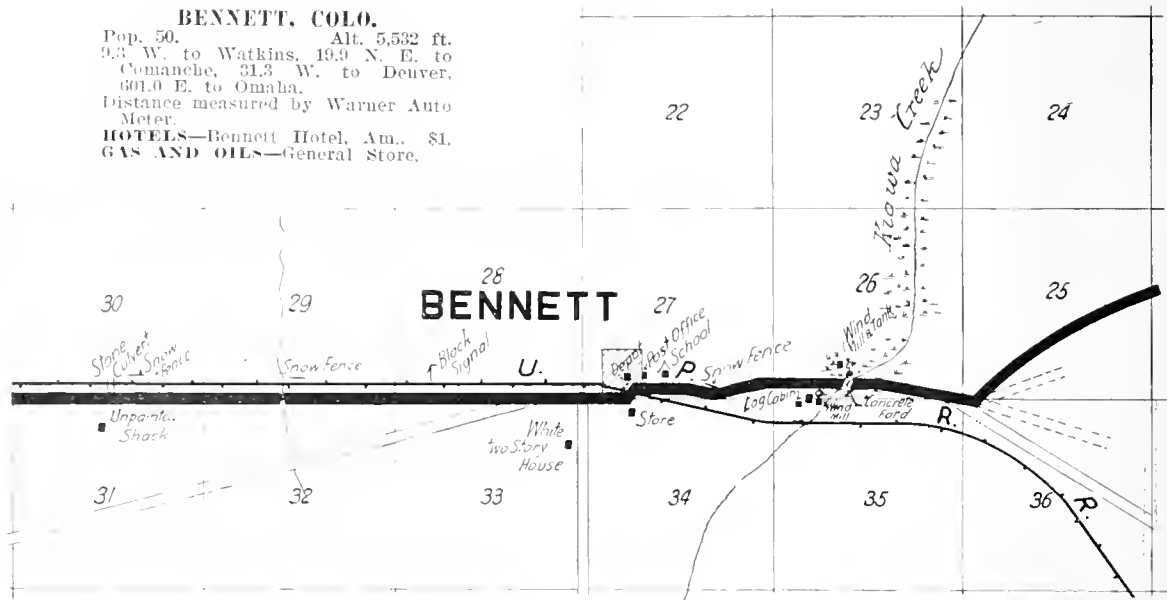
HOTELS—E. D. Traut Hotel. Peter Traut Hotel, Am., \$1.
GAS AND OILS—Peter Traut.

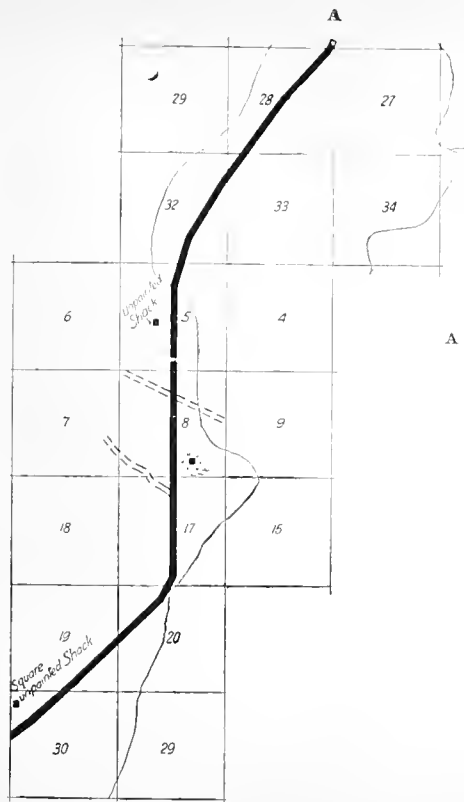




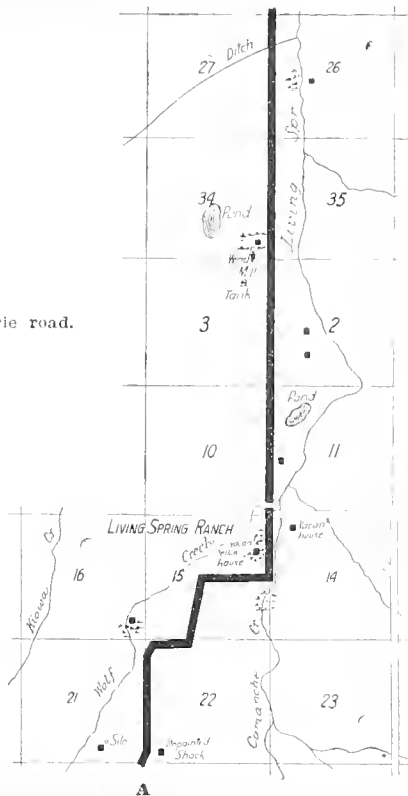
Pop. 50. Alt. 5,532 ft.
9.3 W. to Watkins, 19.9 N. E. to
Comanche, 31.3 W. to Denver,
601.0 E. to Omaha.
Distance measured by Warner Auto
Meter.

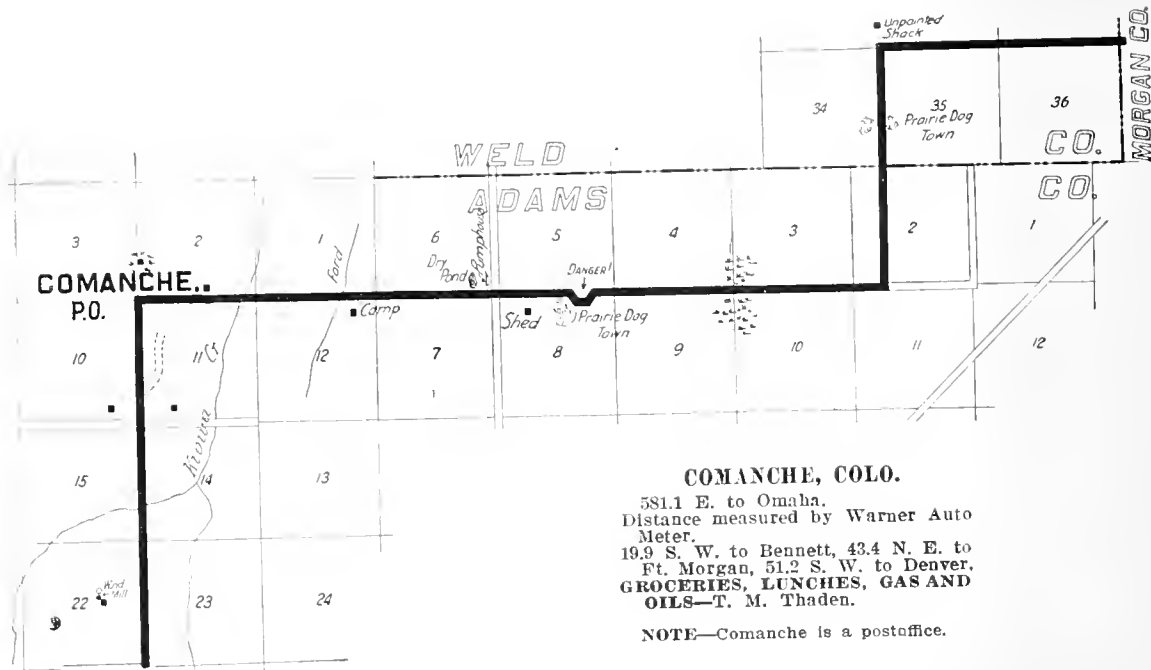
HOTELS—Bennett Hotel, Am., \$1.
GAS AND OILS—General Store,





A winding but good prairie road.



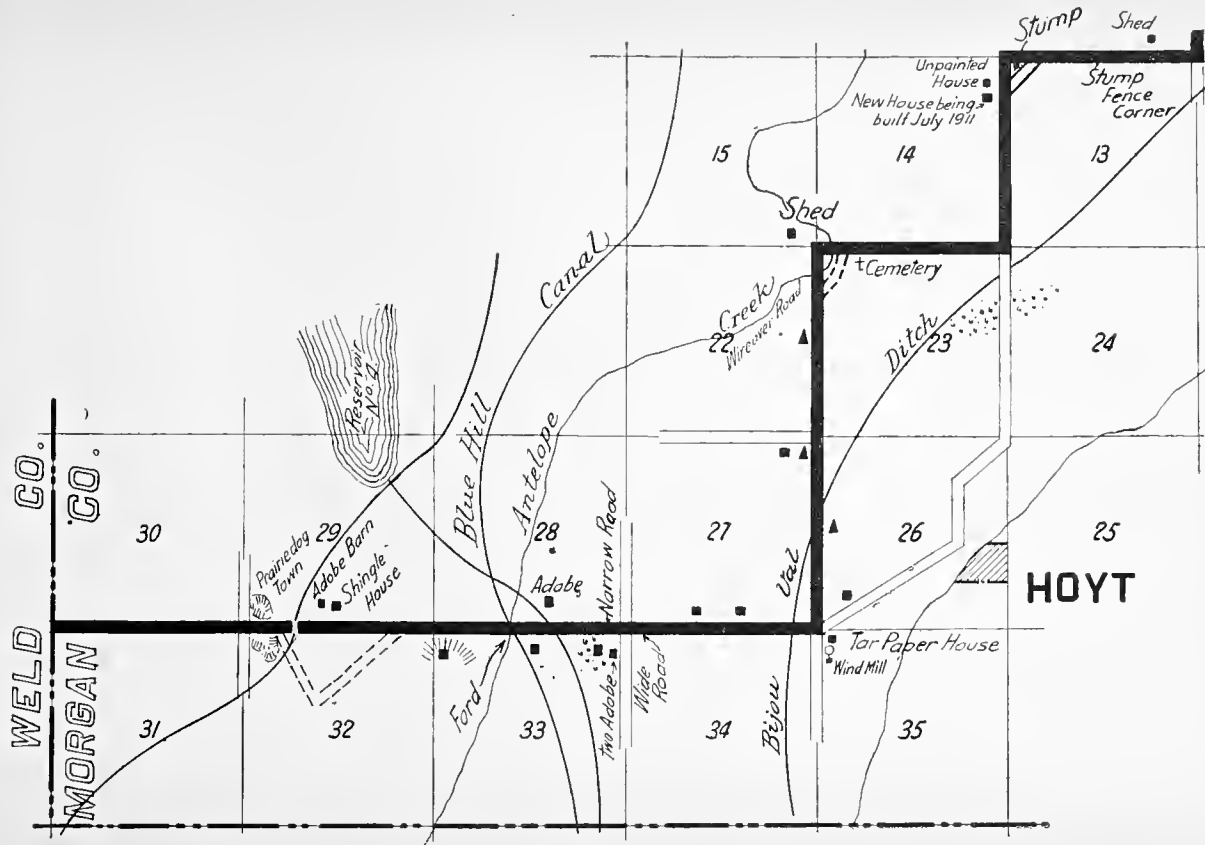


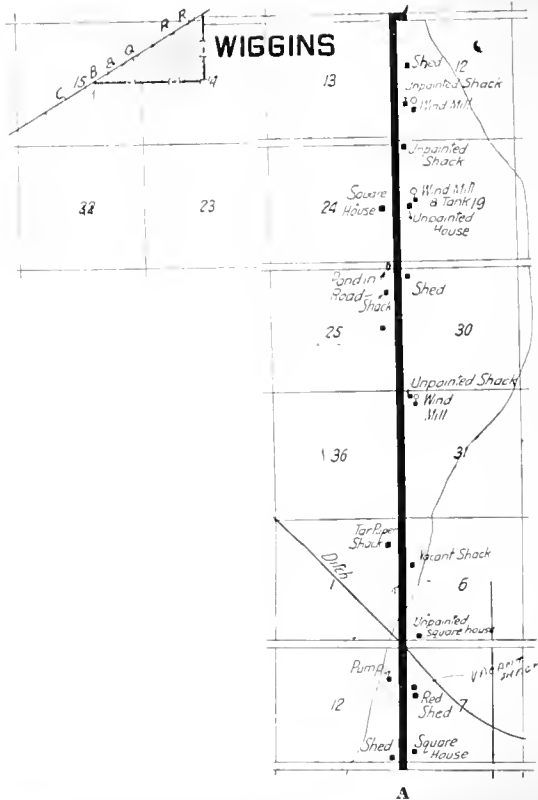
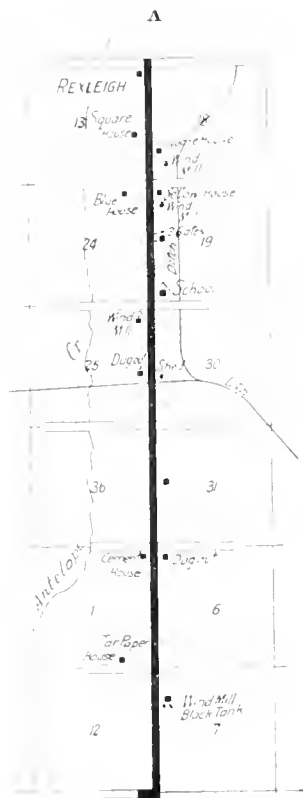
COMANCHE, COLO.

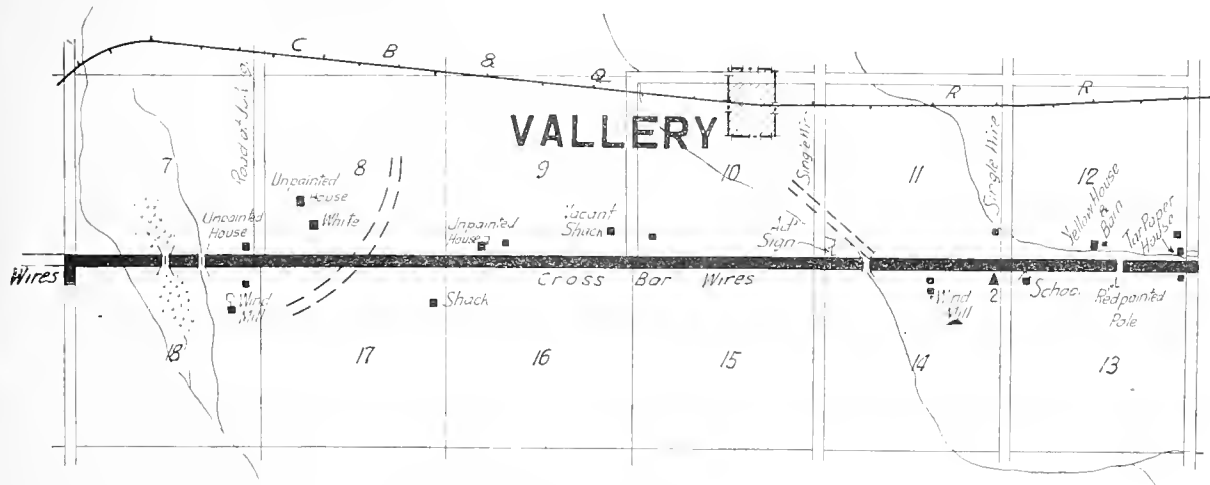
581.1 E. to Omaha.
Distance measured by Warner Auto Meter.

19.9 S. W. to Bennett, 43.4 N. E. to
Ft. Morgan, 51.2 S. W. to Denver.
**GROCERIES, LUNCHES, GAS AND
OILS—T. M. Thaden.**

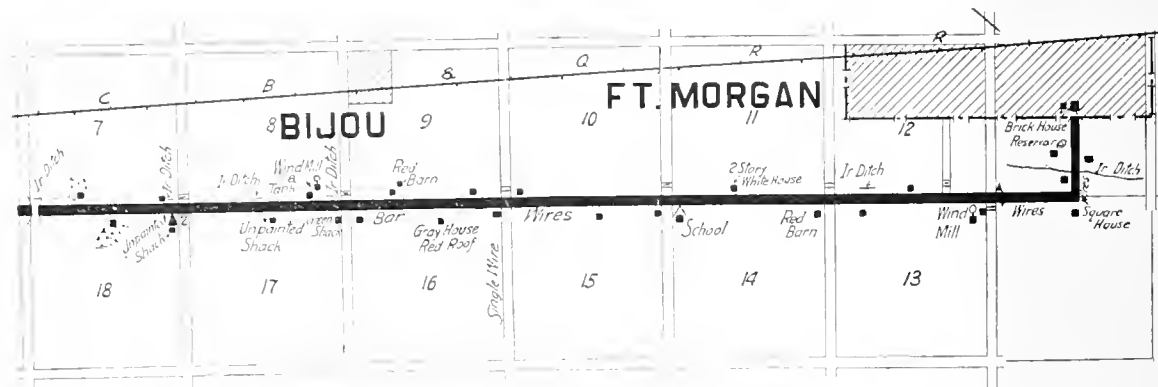
NOTE—Comanche is a postoffice.

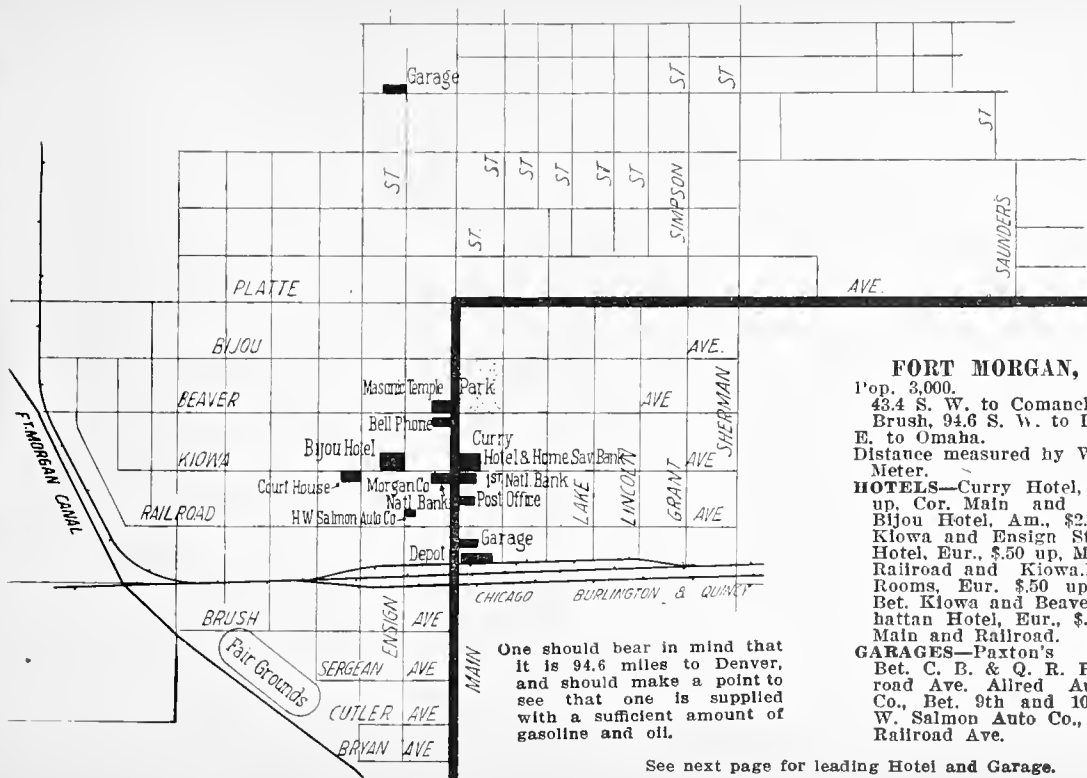






ATTENTION—Tourists for Denver should be careful not to continue west with wires on road on left hand of sheet.





FORT MORGAN, COLO.

Pop. 3,000.

43.4 S. W. to Comanche, 9.5 E. to Brush, 94.6 S. W. to Denver, 537.7 E. to Omaha.

Distance measured by Warner Auto Meter.

HOTELS—Curry Hotel, Am., \$2.50 up, Cor. Main and Kiowa Sts. Bijou Hotel, Am., \$2.50 up, Cor. Kiowa and Ensign Sts. European Hotel, Eur., \$.50 up, Main St., Bet. Railroad and Kiowa. Metropolitan Rooms, Eur. \$.50 up, Main St., Bet. Kiowa and Beaver Ave. Manhattan Hotel, Eur., \$.50 up, Cor. Main and Railroad.

GARAGES—Paxton's Auto Inn, Bet. C. B. & Q. R. R. and Railroad Ave. Allred Auto Livery Co., Bet. 9th and 10th Ave. H. W. Salmon Auto Co., Ensign and Railroad Ave.

See next page for leading Hotel and Garage.

Storage
Repairing

Supplies
Presto Exchange

H. W. SALMON AUTO CO.

OFFICIAL GARAGE

FREE AIR



Day and Night
Service

FORT MORGAN,
COLO.

208-210 Ensign Street

Huebinger's
Auto Guides on
sale at all Sta-
tioners and
Dealers.

The Curry

FORT MORGAN, COLO

New Modern Hotel

American Plan \$2 per day
and up.

Large parties of Tourists
please phone or wire
in advance.

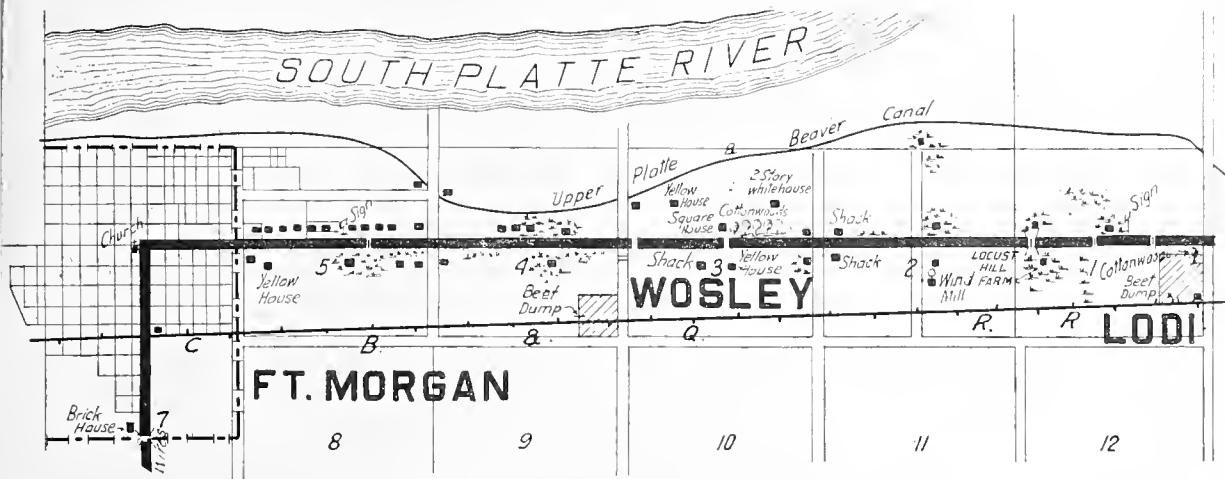
If You are in a Hurry to Cross Iowa

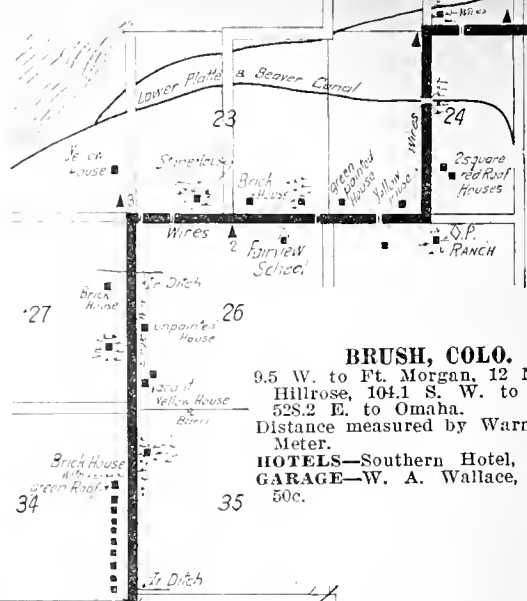
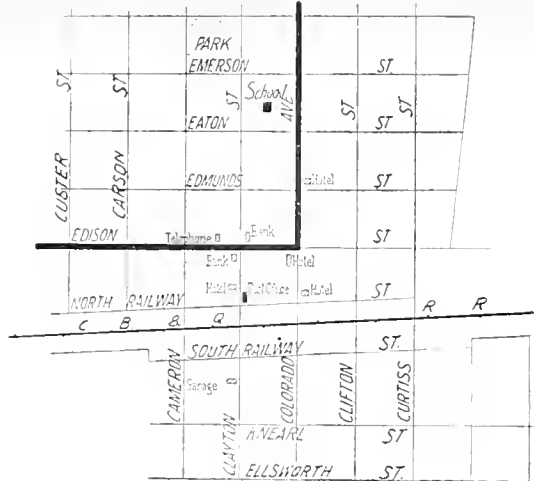
TAKE THE

I-O-A Short Line

A Direct Road From Omaha to Davenport

Huebinger's Guide at Staⁿioners and Dealers



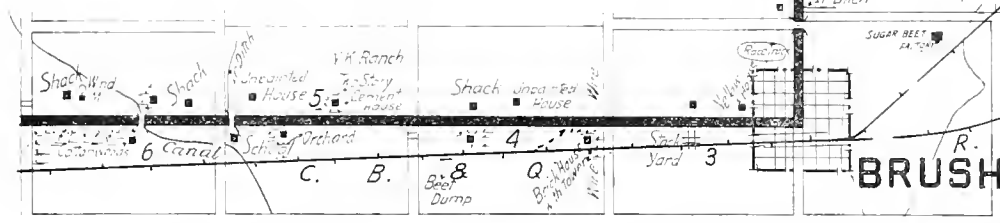


BRUSH, COLO.

9.5 W. to Ft. Morgan, 12 N. E.
Hillrose, 104.1 S. W. to Denver
528.2 E. to Omaha.

Distance measured by Warner At
Meter.

HOTELS—Southern Hotel, Am.
GARAGE—W. A. Wallace, storage
50c.

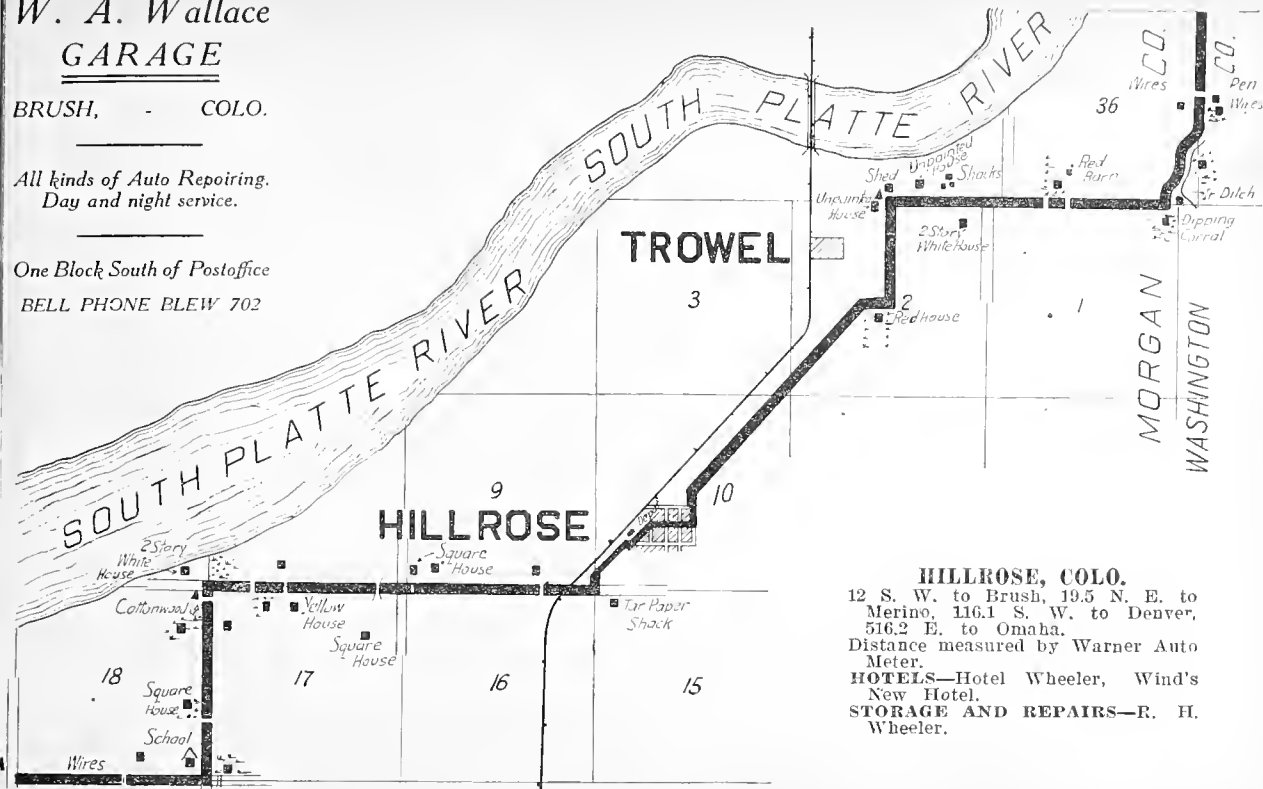


W. A. Wallace
GARAGE

BRUSH, - COLO.

*All kinds of Auto Reporing.
Day and night service.*

*One Block South of Postoffice
BELL PHONE BLEW 702*



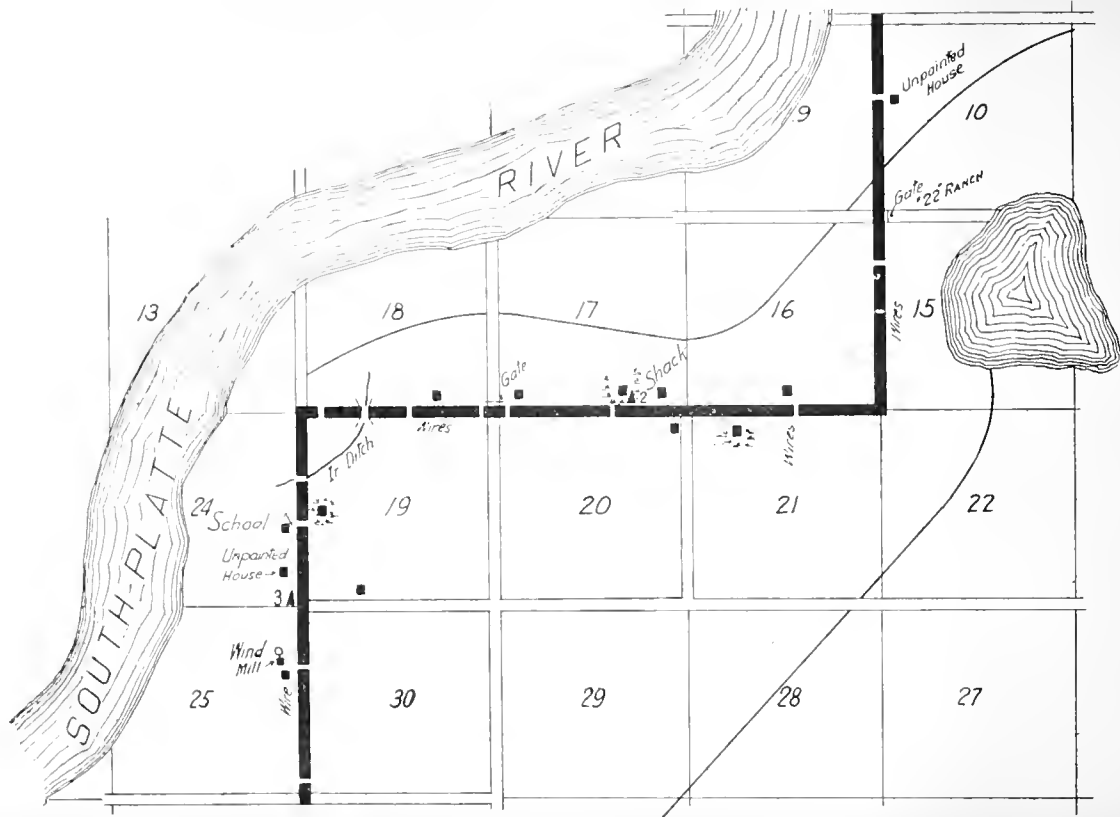
HILLROSE, COLO.

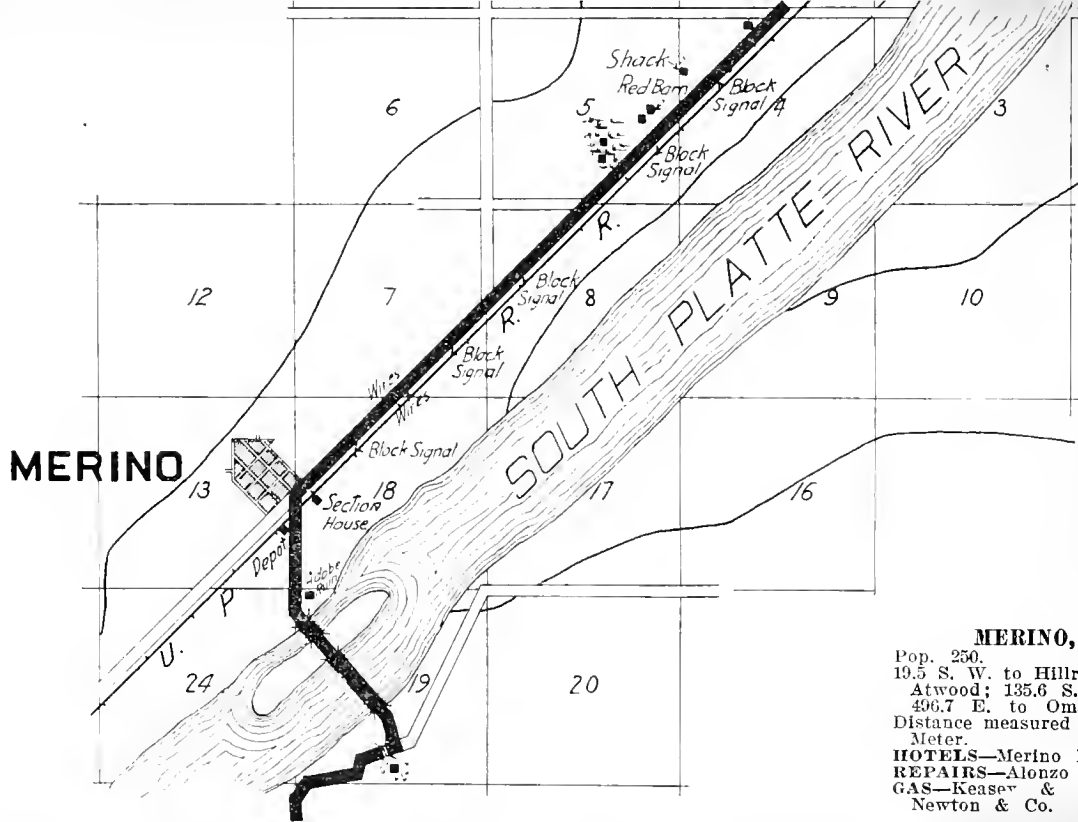
12 S. W. to Brush, 19.5 N. E. to
Merino, 116.1 S. W. to Denver,
516.2 E. to Omaha.

Distance measured by Warner Auto
Meter.

HOTELS—Hotel Wheeler, Wind's
New Hotel.

STORAGE AND REPAIRS—R. H.
Wheeler.





MERINO, COLO.

Pop. 250.

19.5 S. W. to Hillrose, 6.1 N. E.

Atwood; 135.6 S. W. to Den-

496.7 E. to Omaha.

Distance measured by Warner A

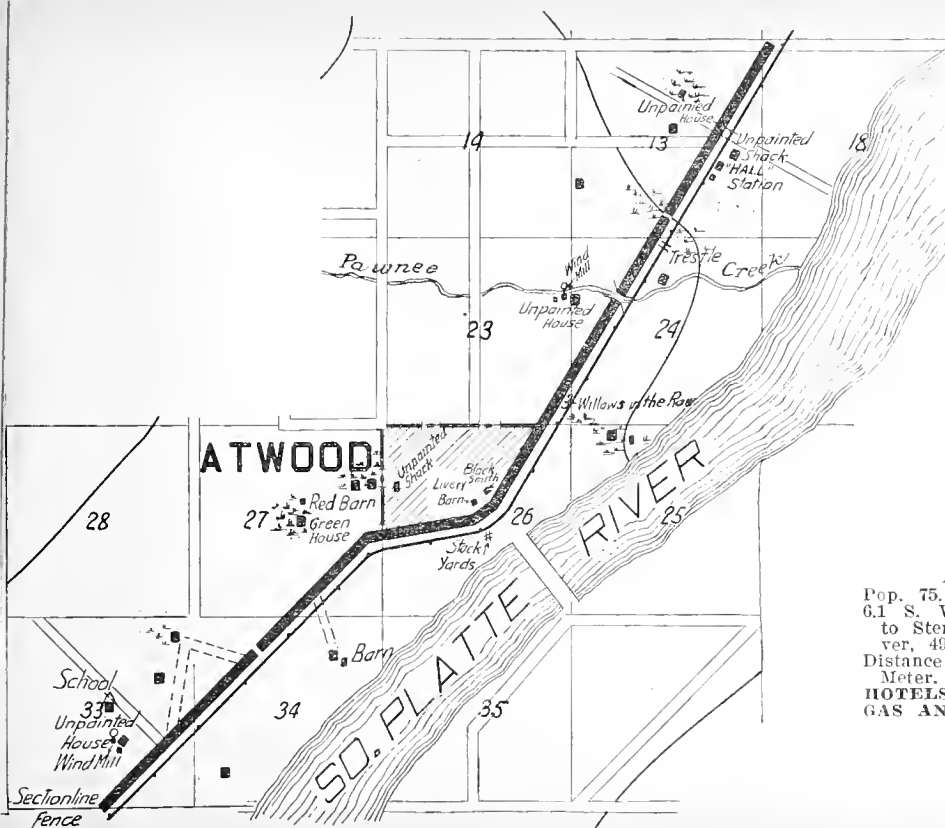
Meter.

HOTELS—Merino Hotel, Am., \$

REPAIRS—Alonzo Shull.

GAS—Keasey & Keasey. Sm

Newton & Co.



ATWOOD, COLO.

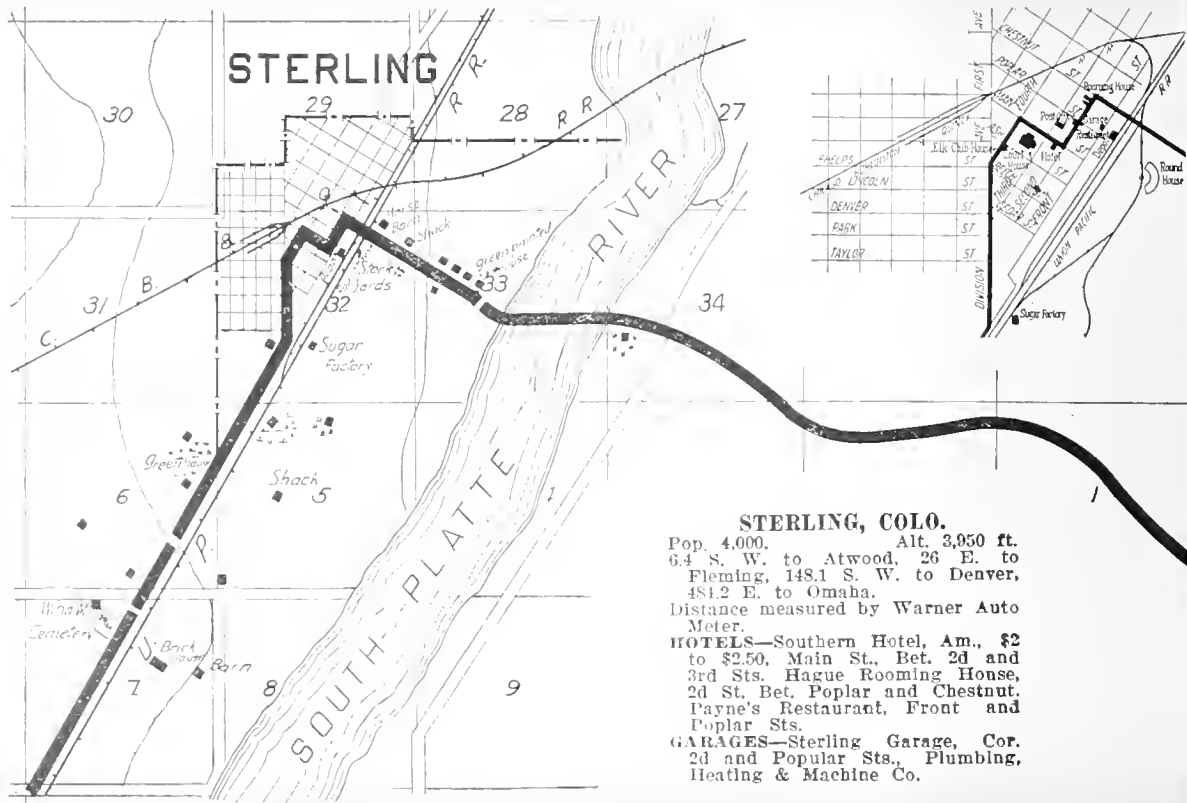
Pop. 75.

6.1 S. W. to Merino, 6.4 N. E. to Sterling, 141.7 S. W. to Denver, 490.6 E. to Omaha.

Distance measured by Warner Auto Meter.

HOTELS—Atwood Hotel, Am., \$1.

GAS AND OILS—General Store.



THE STERLING GARAGE COMPANY

STERLING, COLORADO



In Center of City

Never Closed

Every Comfort for the Tourist

Repair Work of Every Kind Skillfully Done

OFFICIAL GARAGE FOR THE A. A. A.

PHONE LOGAN 771 FOR PROMPT SERVICE

THE PLUMBING, HEATING AND MACHINE COMPANY GARAGE

STERLING, COLO.

201-215 South 2nd. St.
Phone 1051 Sterling

At your service for repairs, sundries, tires and tourists' equipment.

STORAGE

The Home of the Buick for North-east
Colorado.

NOTE:—We have storage space for ten cars, one of the best equipped shops in the West, good mechanics, handle all popular lubricants. Can serve 300 gallons of gasoline.

The Waubonsie Trail

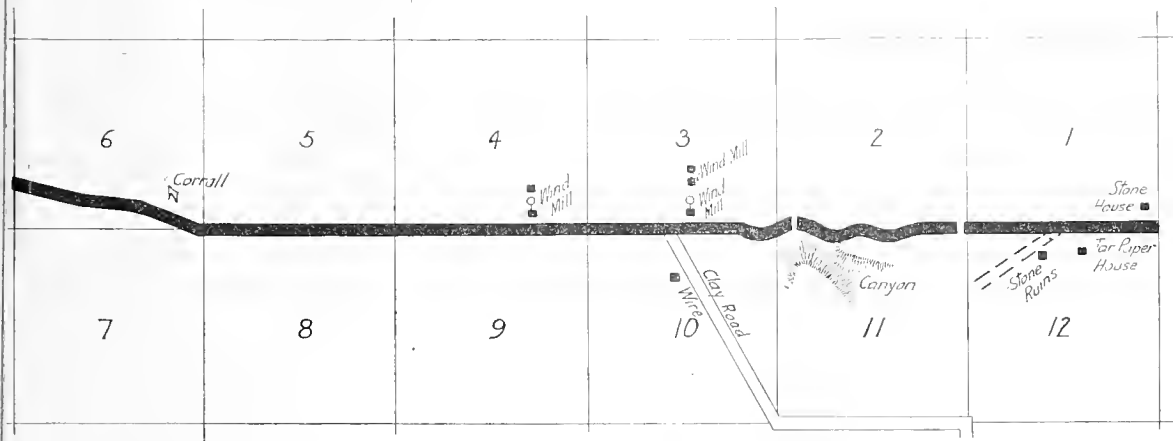
LINCOLN
KEOKUK
INDIANAPOLIS

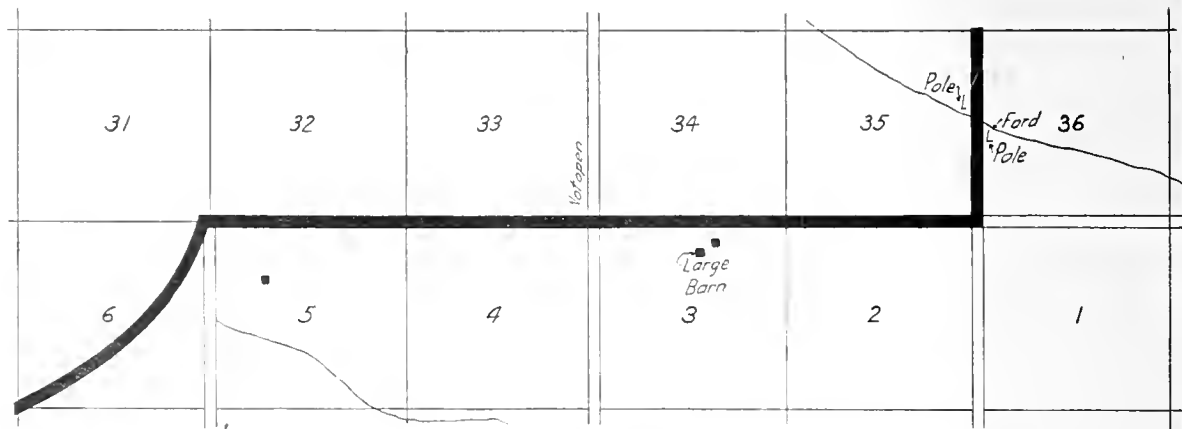
The natural way to cross the State of Iowa

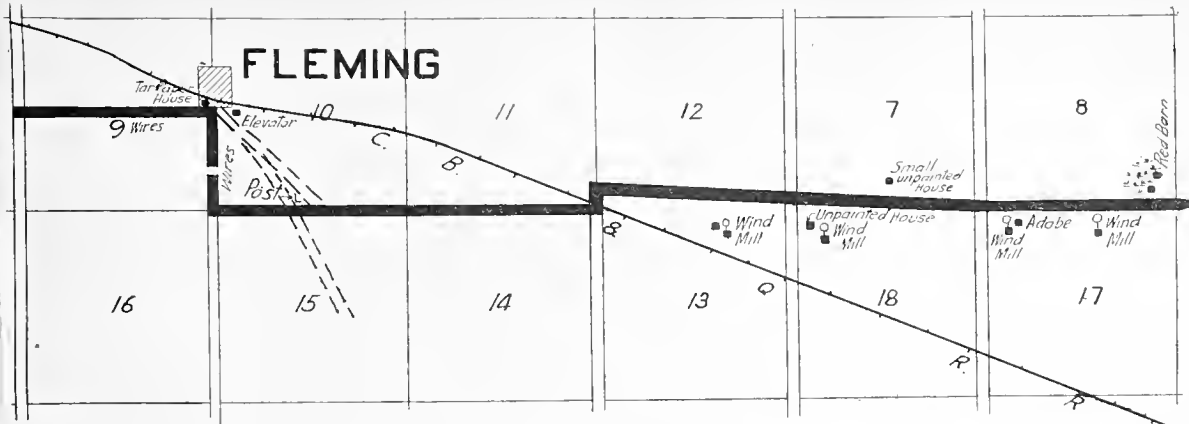
Huebinger's
Guide
at Stationers

==
**The Old Trail of
the Great Chief
Waubonsie**

ATTENTION—Tourists going east be careful not to turn right on clay road just west of hills.







FLEMING, COLO.

26 W. to Sterling, 13.4 E. to Hax-
tun, 14.1 W. to Denver, 458.2 E.
to Omaha.

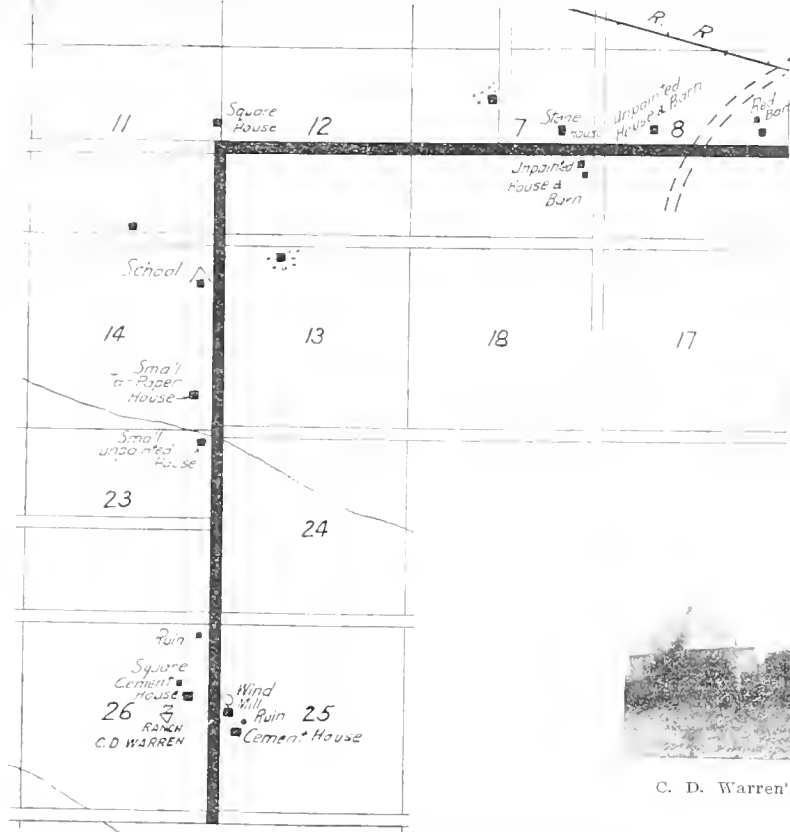
Distance measured by Warner Auto
Meter.

No accommodations.



Near Fleming—Summer, 1911

CAUTION—Tourists going east should turn east just one-half mile south from tar paper house at turn in Fleming. At time of going to press (October, 1911) this turning point is without markings.



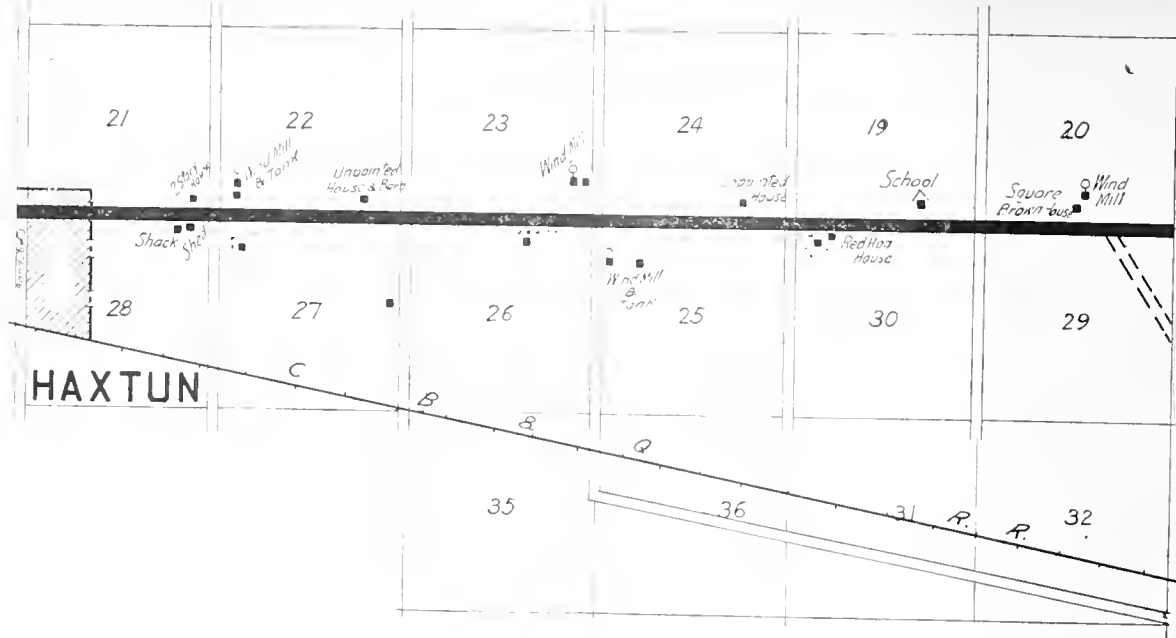
HAXTUN AUTO CO.

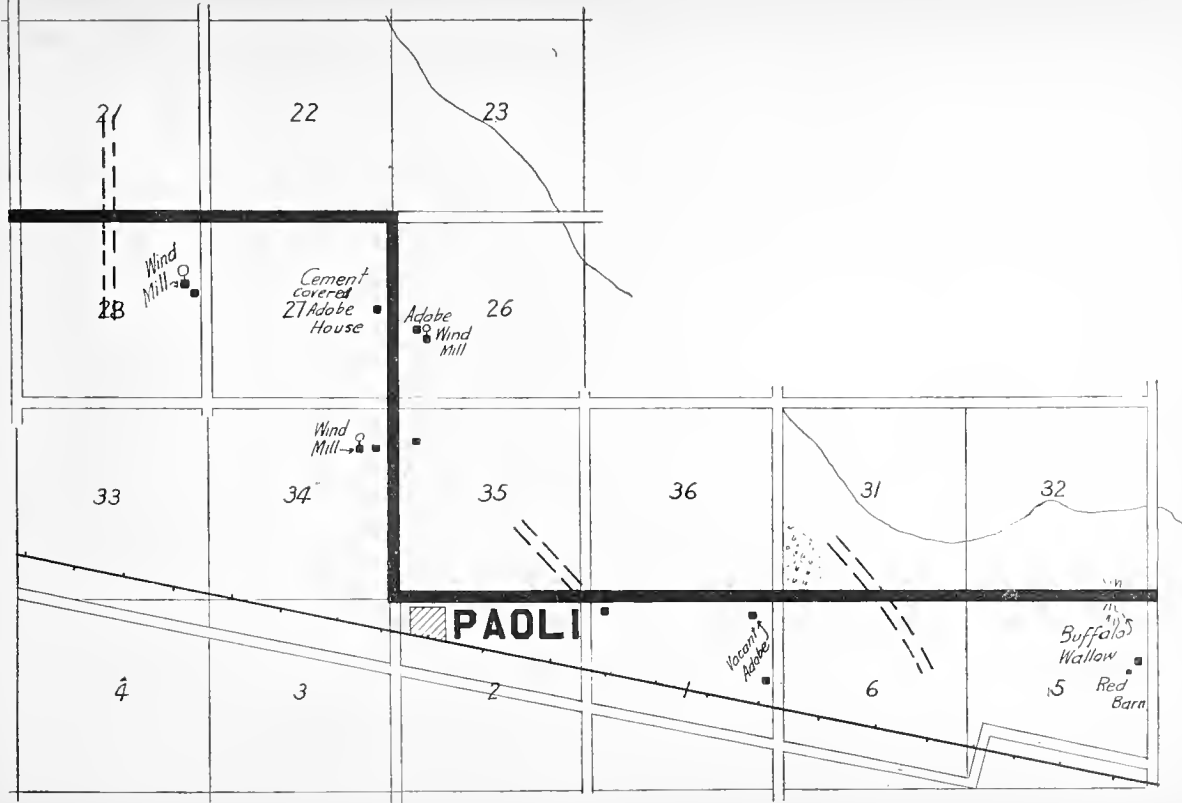
Free air.
Presto Exchange
Repairs and Supplies

HAXTUN, COLO.



C. D. Warren's ranch, N. E. $\frac{1}{4}$ 26.





HOLYOKE AUTO COMPANY

HOLYOKE, COLO.



OFFICIAL A.A.A. GARAGE

Modernly equipped for prompt
service at short notice.

A complete line of tires and accessories.

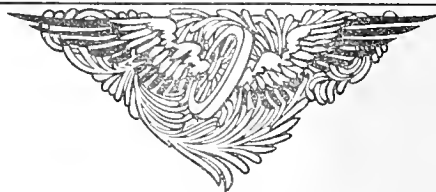
Repairing skillfully done.

SEARS HOTEL

Under New Management. C. R. SEARS, Proprietor

HOLYOKE, COLO.

RATES \$2.00 PER DAY

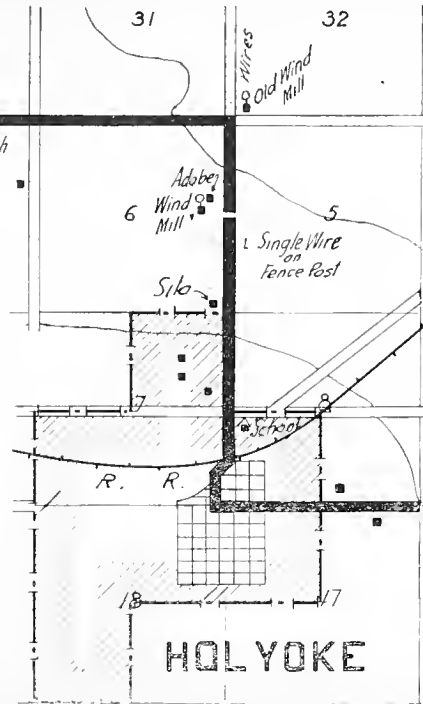


Newly Furnished. Electric Lighted.
Table with the Best of Everything
in Season.

Hot meals and lunches at all hours

OFFICIAL HOTEL FOR A. A. A.

HOLYOKE



First National Bank

Charter No. 9278

Holyoke, Col.

Capital, \$50,000.00

Surplus, \$14,000.00

OFFICERS

John Heginbotham, President
W. E. Heginbotham, V. Pres.
Geo. B. Heginbotham, Cashier
May B. Mowry, Asst. Cashier
Fred G. Fiedler, Asst. Cashier

MORSE HOTEL

European Plan

\$1.00 up

American Plan

\$2 per day

Bakery and Cafe in connection

Special Attention Given Tourists

MERT MORSE, Prop., Holyoke, Colo.

**The
Iowa Publishing Co.**

**Des Moines
Iowa**

**Automobile
Publications**

HOLYOKE ACCOMMODATIONS

HOLYOKE, COLO.

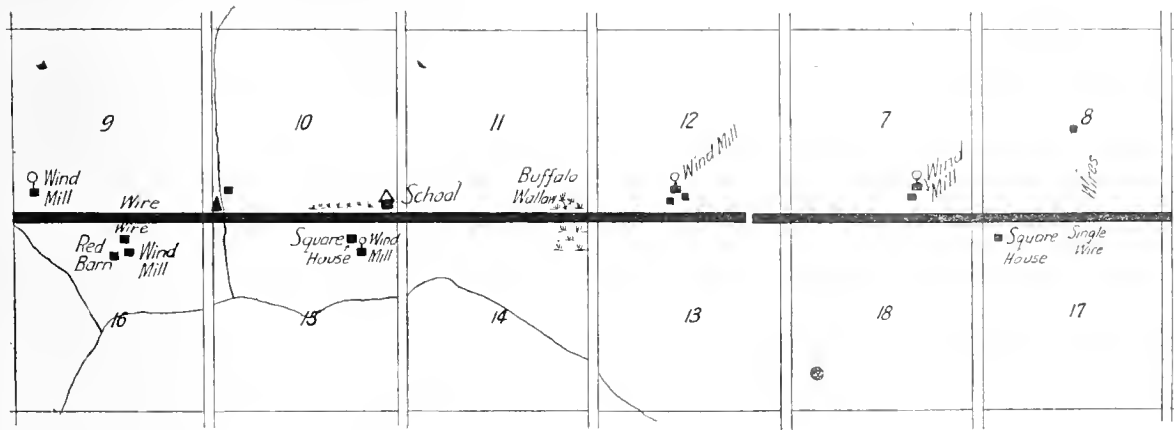
Pop. 900. Alt. 3,600 ft.
21.1 W. to Haxton, 17.7 E. to Lamar,
208.6 W. to Denver, 423.7 E. to Omaha.

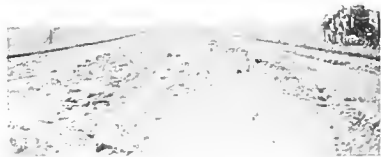
Distance measured by Warner Auto Meter.

Time changes on the Q. system at McCook from central to mountain time, but on that spur that

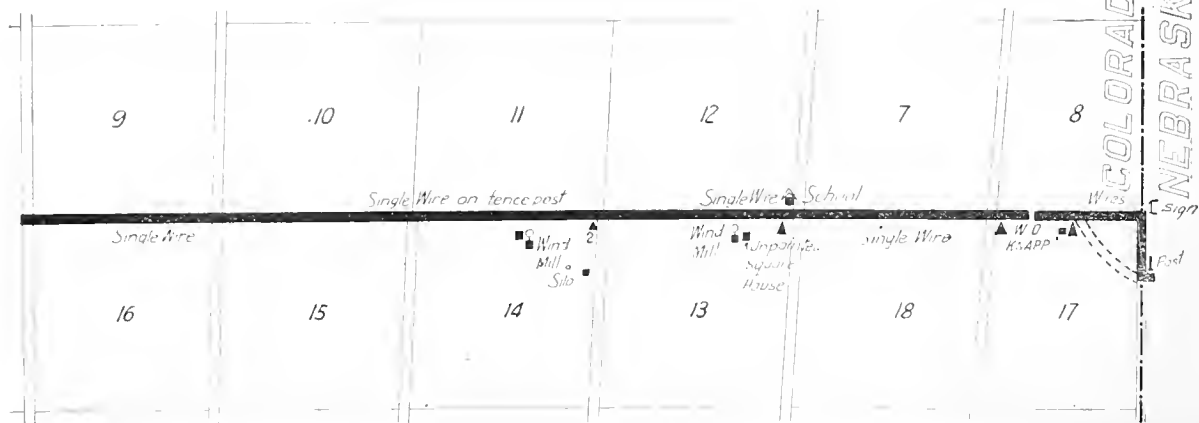
runs up to Imperial, central time is used, and the change to mountain time is not made until leaving Holyoke.

HOTELS—Morse hotel, Am., \$1 to \$2.
Inter Ocean Ave. Holyoke Hotel, Am., \$1.25 to \$2, Inter Ocean Ave.
Sears Hotel Annex, Am., \$1 to \$2, Inter Ocean Ave.





A thirteen mile straight-away course.



LAMAR, NEBR.

Pop. 50.
17.7 W. to Holyoke, 21.4 E. to Imperial, 226.3 W. to Denver, 406.0 E. to Omaha.
Distance measured by Warner Auto Meter.

HOTELS—Lamar Hotel, Am., \$1.

GAS—L. M. Hart.

OILS—H. J. Gingrich.

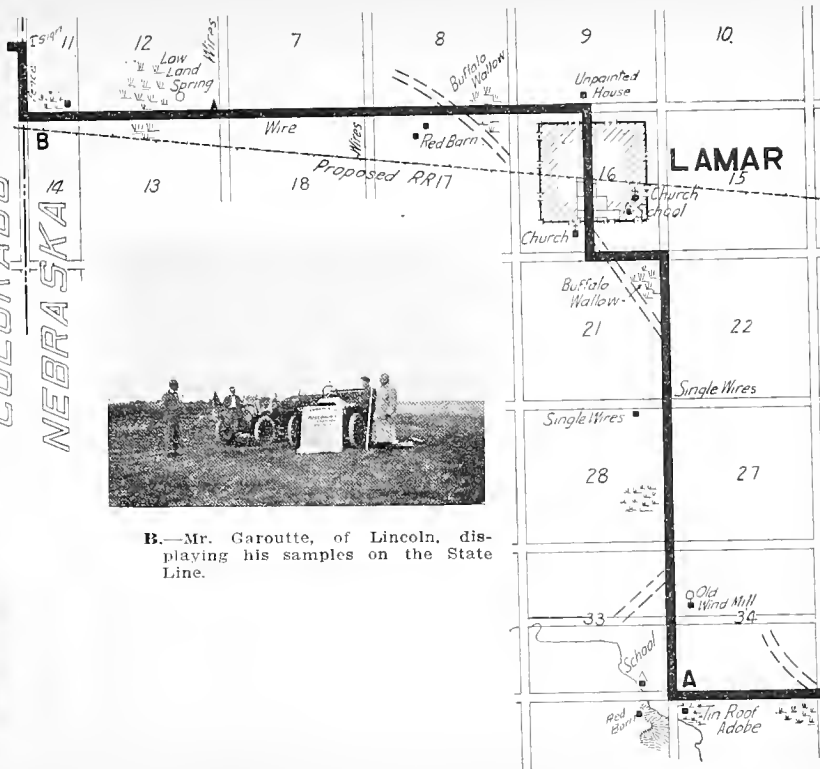
COLORADO
NEBRASKA

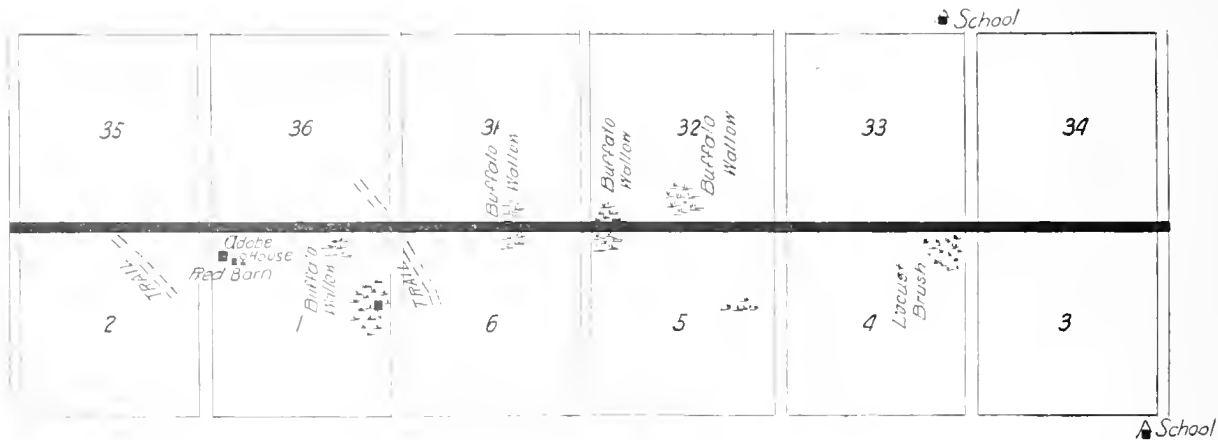


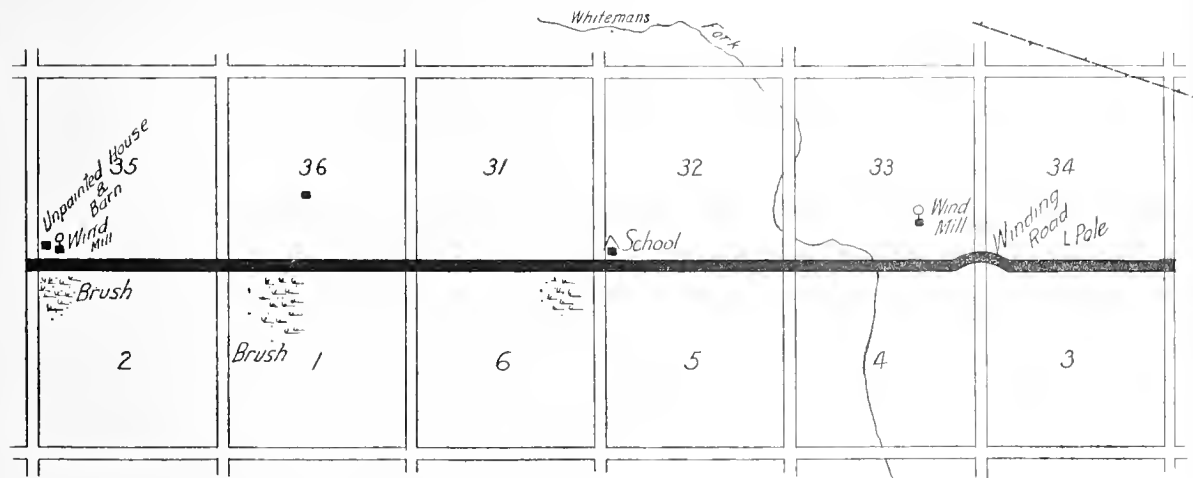
A. Turning point looking south.

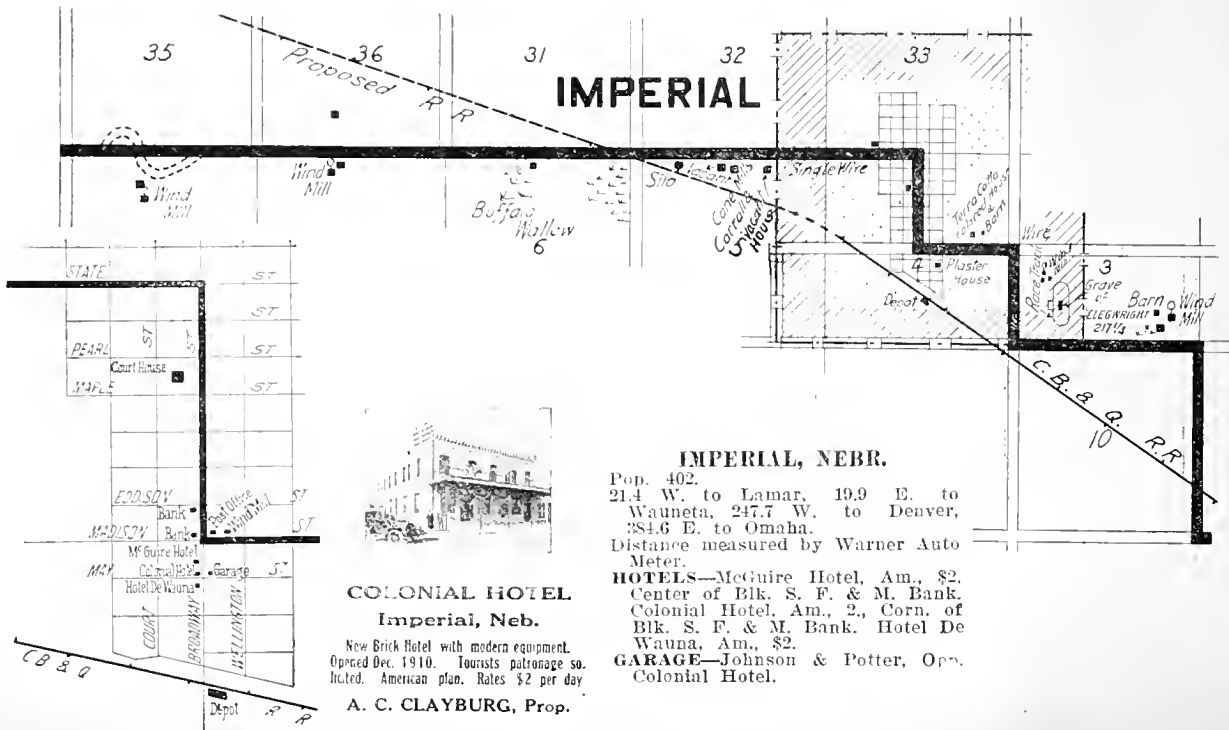


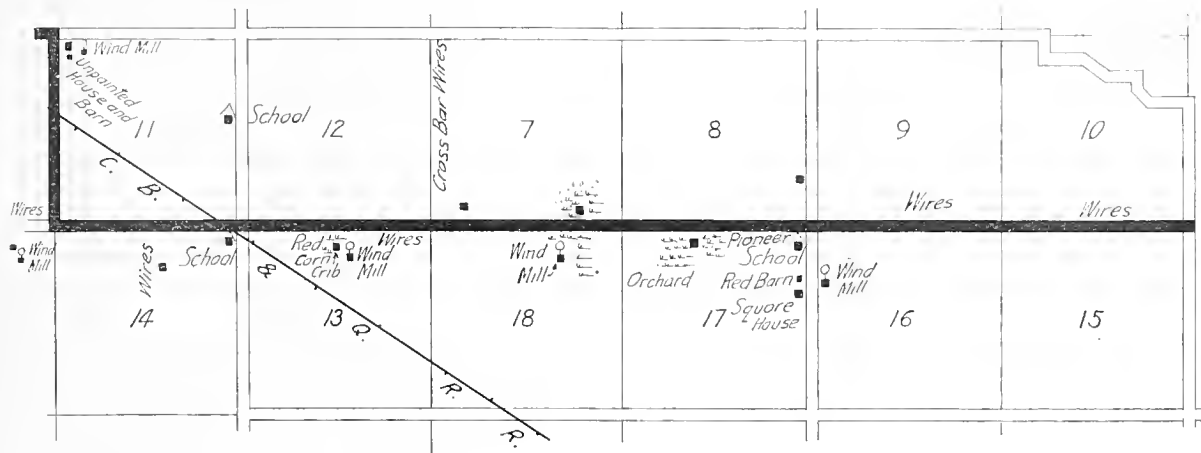
B.—Mr. Garoutte, of Lincoln, displaying his samples on the State Line.

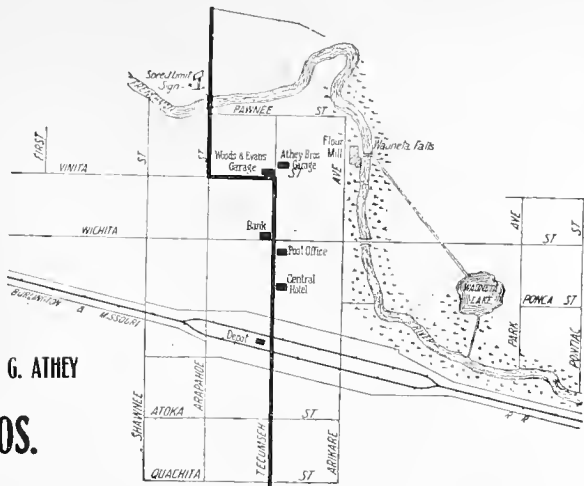












H. E. ATHEY G. G. ATHEY

ATHEY BROS. Garage

Automobiles
Repairing
Supplies

Wauneta

Nebraska

WAUNETA, NEBR.

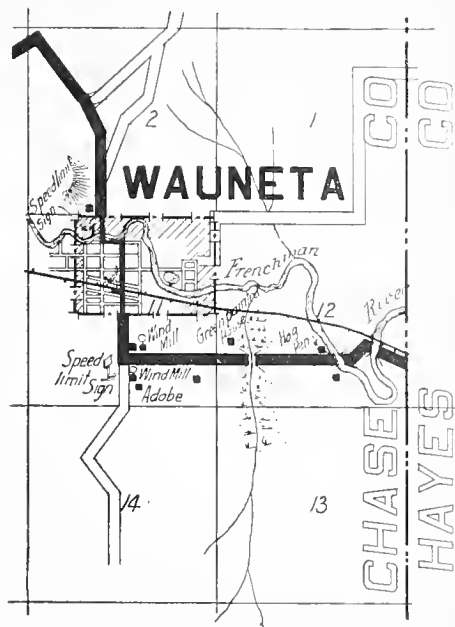
Pop. 400.

19.9 W. to Imperial, 8.1 E. to Hamlet, 267.8 W. to Denver, 364.7 E. to Omaha.

Distance measured by Warner Auto Meter.

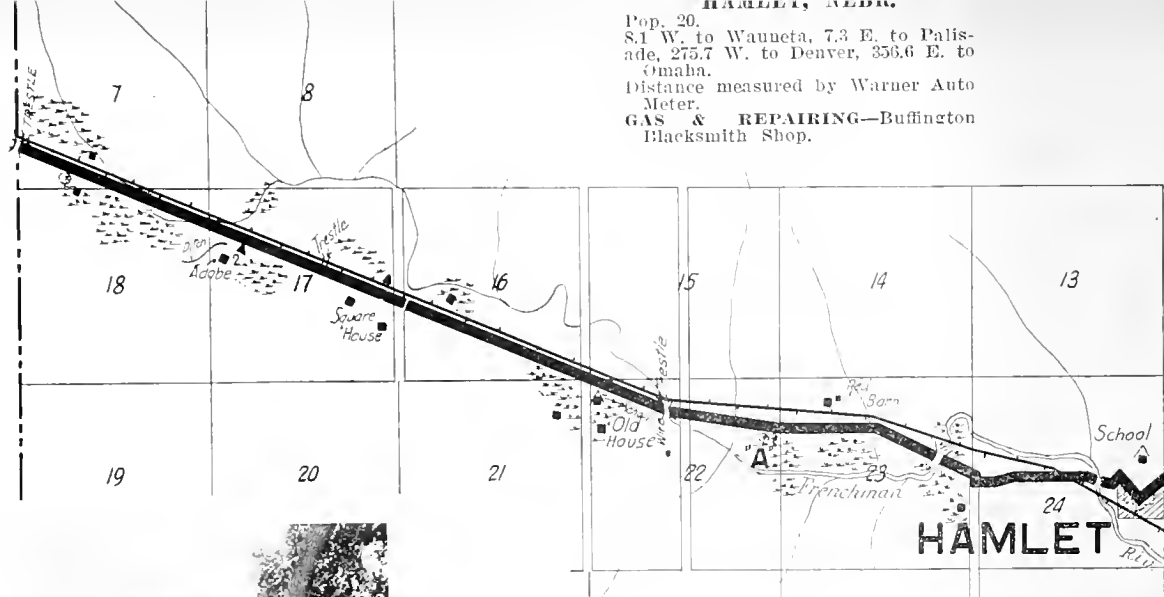
HOTELS—Central Hotel, Am., \$1 to \$2.

GARAGES—Athey Bros., Woods & Evens.

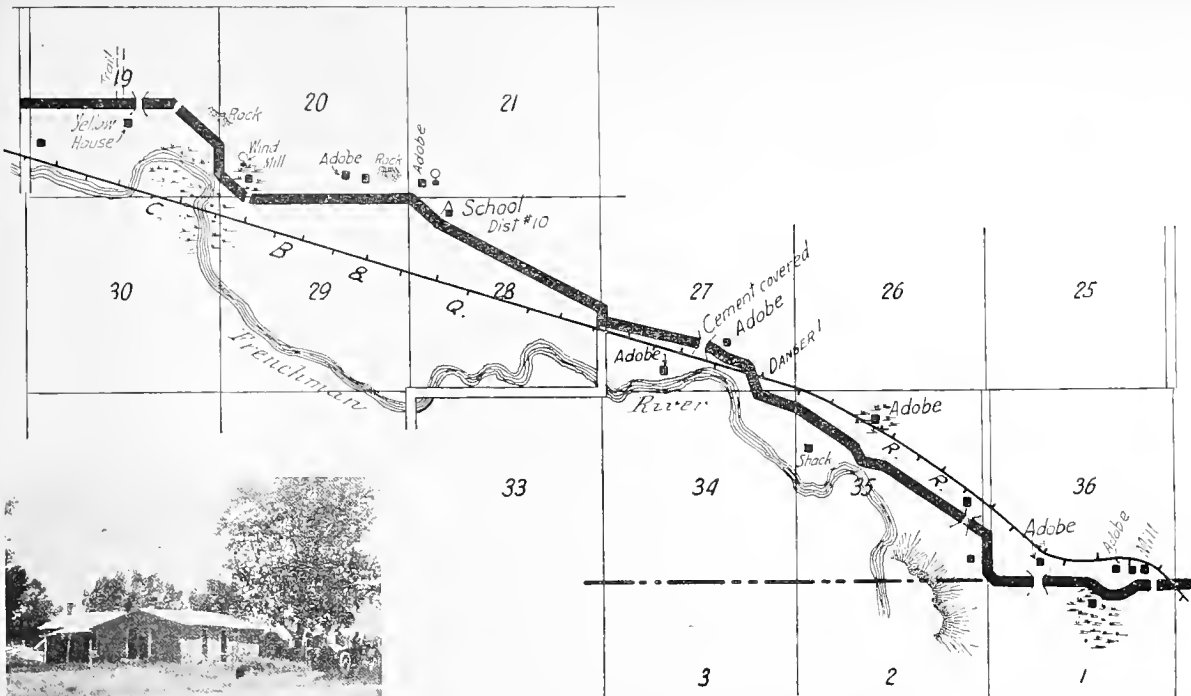


HAMLET, ALBU.

Pop. 20.
8.1 W. to Wauneta, 7.3 E. to Palisade, 275.7 W. to Denver, 356.6 E. to Omaha.
Distance measured by Warner Auto Meter.
GAS & REPAIRING—Buffington Blacksmith Shop.



A

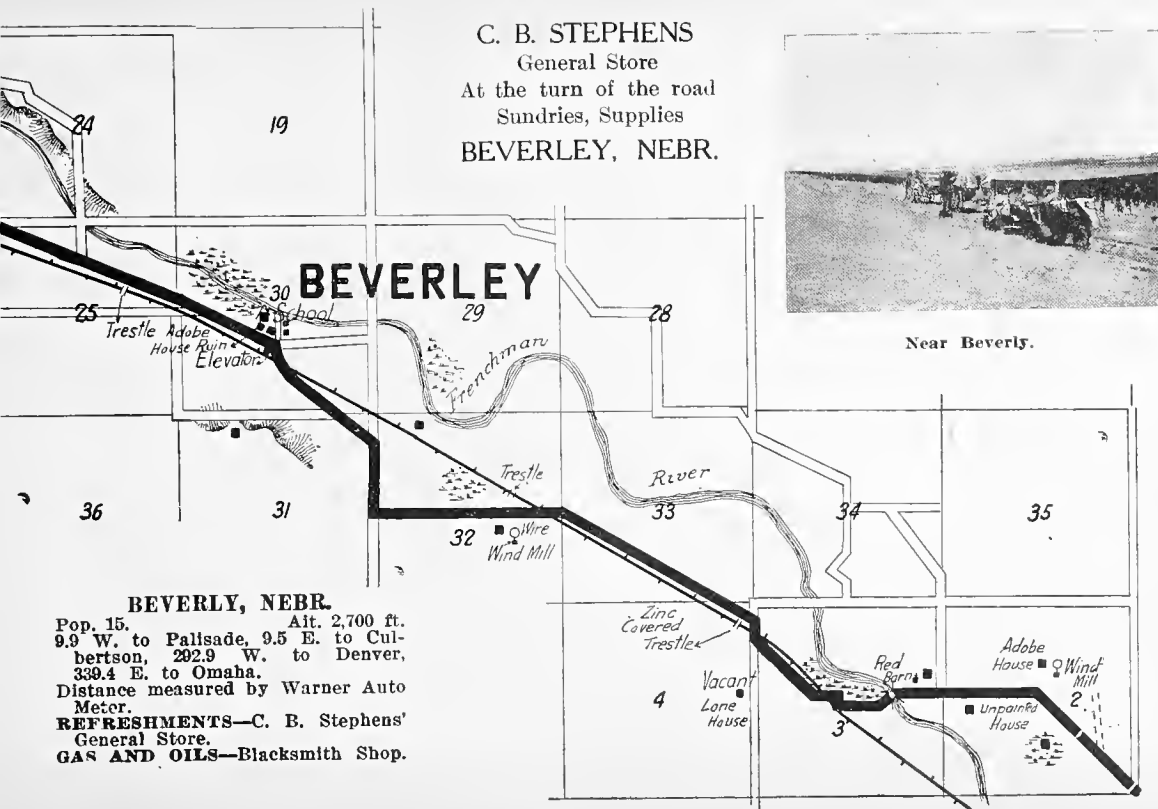


Near the old mill in Sec. 36.

C. B. STEPHENS
General Store
At the turn of the road
Sundries, Supplies
BEVERLEY, NEBR.



Near Beverly.



BEVERLY, NEBR.

Pop. 15. Ait. 2,700 ft.
9.9 W. to Pallsade, 9.5 E. to Culbertson, 292.9 W. to Denver, 339.4 E. to Omaha.
Distance measured by Warner Auto Meter.

REFRESHMENTS—C. B. Stephens' General Store.

GAS AND OILS—Blacksmith Shop.

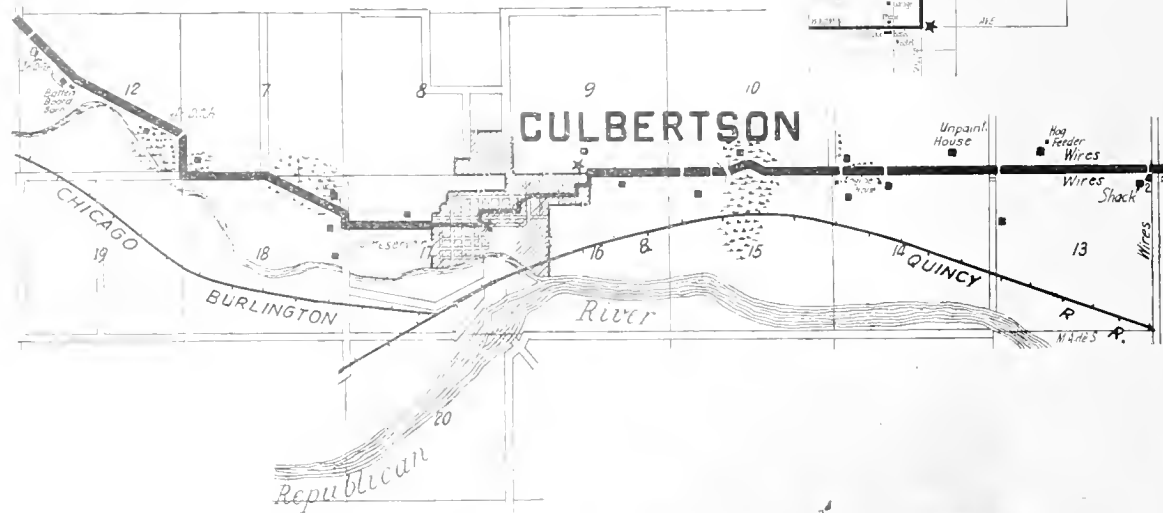
CULBERTSON, NEBR.

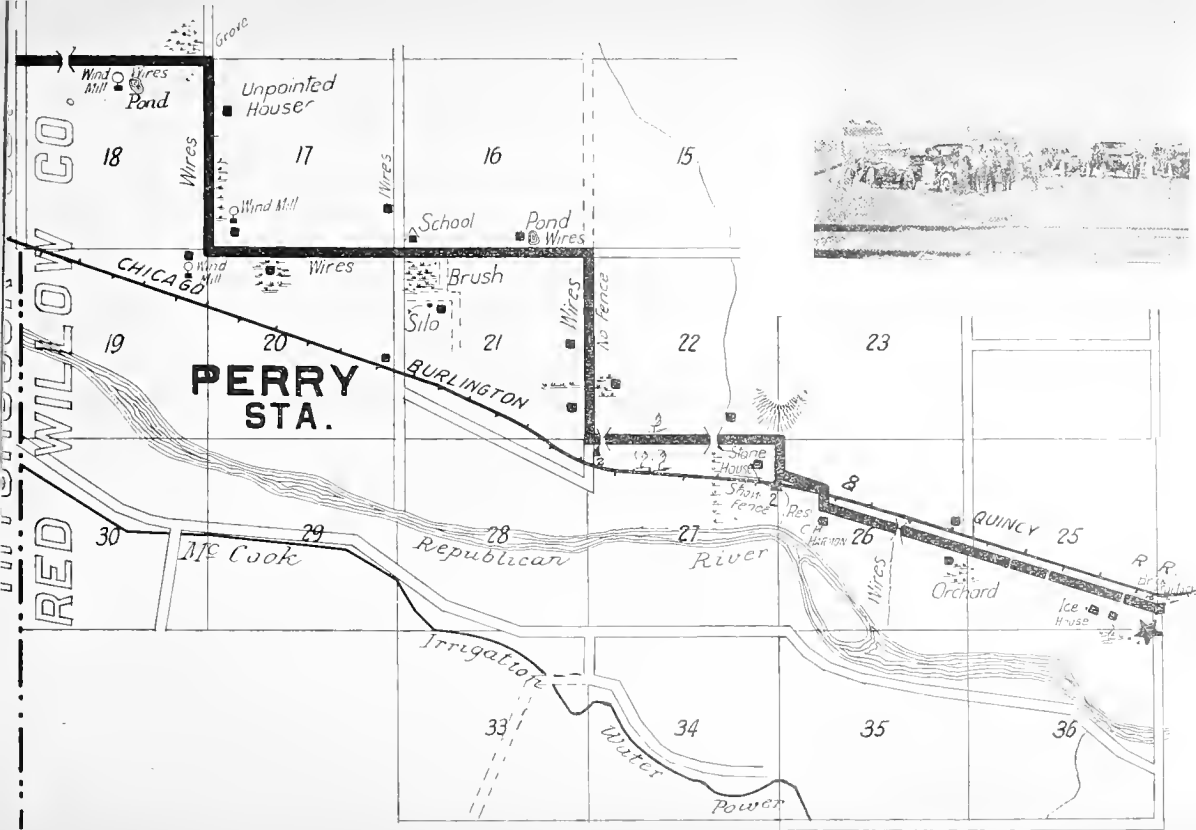
Pop. 580.

9.5 W. to Beverly, 13.7 E. to McCook, 302.4 W. to Denver, 329.9 E. to Omaha.

Distance measured by Warner Auto Meter.

HOTELS—Grand Central.
GARAGE—M. M. Bree, Storage 50c
GAS AND OILS—August Sinner.





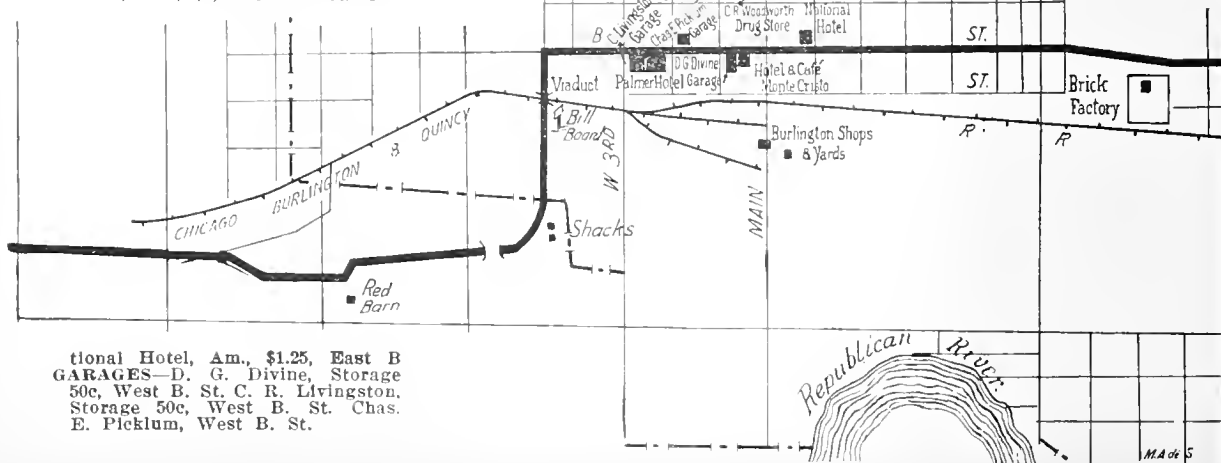
M'COOK, NEBR.

Pop. 4,000. Alt. 2,500 ft.
 13.7 W. to Culbertson, 12.3 E. to
 Iodlanoia; 316.1 W. to Denver;
 316.2 E. to Omaha.

Distance measured by Warner Auto
 Meter.

Time changes on the Q. system at
 McCook from central to mountain
 time, but on that spur that runs
 up to Imperial, central time is
 used, and the change to mountain
 time is not made until leaving
 Holyoke.

HOTELS—Monte Cristo Hotel, Eur.,
 \$1., West B. St. Commercial Hotel,
 Am., \$2., Main Ave. Palmer
 Hotel, Am., \$2, West B. St. Na-



tional Hotel, Am., \$1.25, East B
GARAGES—D. G. Divine, Storage
 50c, West B. St. C. R. Livingston,
 Storage 50c, West B. St. Chas.
 E. Picklum, West B. St.

LIVINGSTON'S GARAGE

Two blocks west of Main St. Hotel next door.

Western Nebraska Distributor for Reo
AUTOMOBILES

Large stock of Tires, Oils and Supplies.
We can fill every want of the Tourist.

C. R. LIVINGSTON, Propr.
McCook, Neb.

**HUDSON,
CHALMERS and
E. M. F. 30
CARS**



**SUPPLIES
STORAGE
REPAIRS**

Phone 400. One block west of Main street.

D. G. DIVINE **McCook, Neb.**

THE PALMER HOTEL

56 ROOMS

THE BIG BRICK Two Blocks West of Main Street
BEST HOTEL IN McCOOK

Excellent Meals

Hot and Cold Baths

RATES \$2.00 PER DAY

J. H. STEPHENS, Proprietor

McCOOK, NEB.

GARAGE NEXT DOOR

Monte Cristo Hotel

Free Baths for Auto Parties.

The best Cafe between Omaha and Denver.

Open all night.

Rates \$1.00 up.

Garage in connection.

J. C. STONE, Mgr.

McCOOK, - NEBRASKA

GASOLINE

FREE AIR FOR TIRES

"Look for the Sign"

Chas. E. Picklum

McCOOK, NEB.

Tourists' Headquarters
for
Drugs, Toilet Articles,
Cigars, Stationery,
Ice Cream Soda,
Kodak and Camera
Supplies.

C. R. Woodworth

DRUGGIST

McCook, - Nebraska

THE INTERMISSION

W. E. HART, Prop.

Wholesale and Retail
Cigars and Tobacco

Magazines and Newspapers

320 Main St.

McCOOK, NEB.

CROSS THE STATE OF IOWA

BY WAY
OF THE

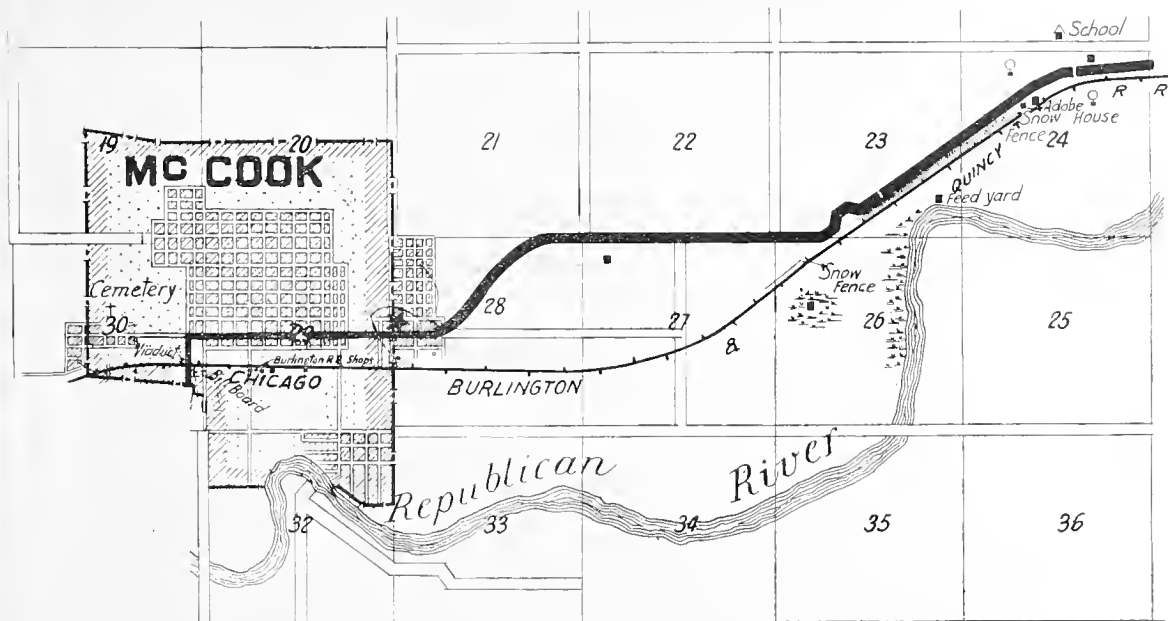
BLUE GRASS ROAD

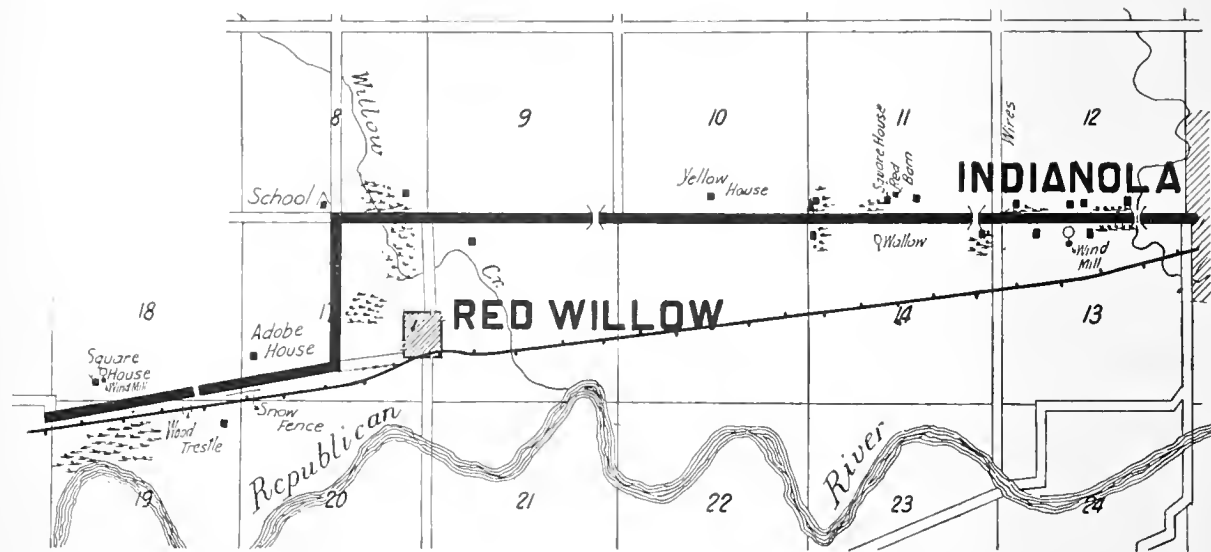
OMAHA TO BURLINGTON-FT. MADISON

A Model Dirt Road thru the Famous Blue Grass Belt

HUEBINGER'S GUIDES for Sale at Stationers and Garages

THE IOWA PUBLISHING CO. DES MOINES
IOWA







INDIANOLA, NEBR.

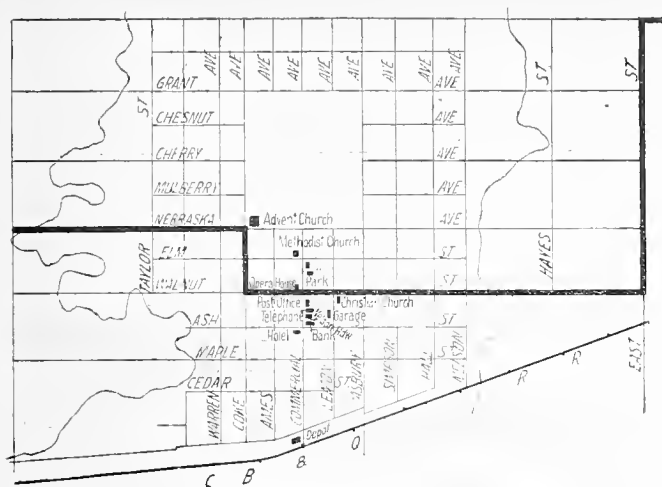
Pop. 700. Alt. 2,372 ft.
 12.3 W. to McCook, 6.9 E. to Bart-
 ley, 328.4 W. to Denver, 303.9 E.
 to Omaha.

Distance measured by Warner Auto
 Meter.

HOTELS—Cosgro Hotel.

REPAIRS—Wm. Fritsch, A. M. An-
 derson.

GAS—C. R. Russell.



BARTLEY, NEBR.

Pop. 400.

6.9 W. to Indianola, 8.5 E. to Cambridge, 335.3 W. to Denver, 297.0 E. to Omaha.

Distance measured by Warner Auto Meter.

HOTELS—Citizens Hotel, Am., \$2.

GARAGES—J. A. Finnegan, storage 50c. Nelson Hdw. Co.

CITIZEN'S HOTEL

C. C. ANDERSON,

Prop.

Bartley - - Neb.

EXCELLENT MEALS

Hot and cold water.

Special attention to Tourists.

BARTLEY GARAGE

Repairs and Gasoline

J. A. FINNEGAN, Prop.

Bartley - - - Neb.

NELSON HARDWARE CO.

Supplies, Repairs,
Oils and Gasoline

BARTLEY, NEB.

P. B. COLE

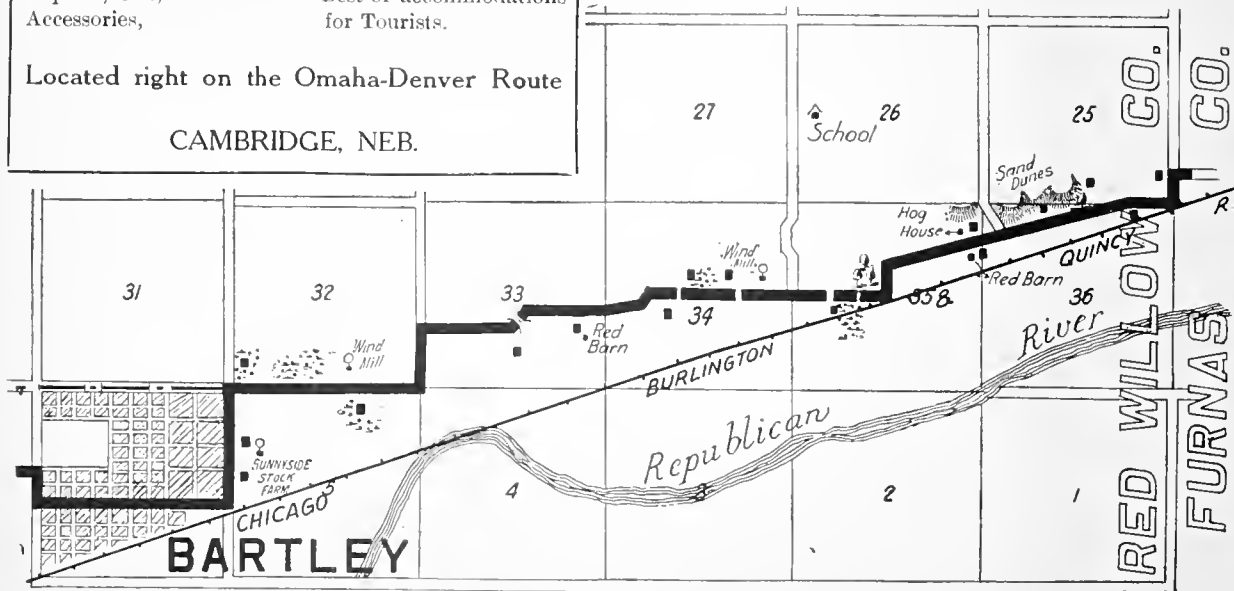
Cambridge Garage

Repairs, Oils,
Accessories,

Best of accommodations
for Tourists.

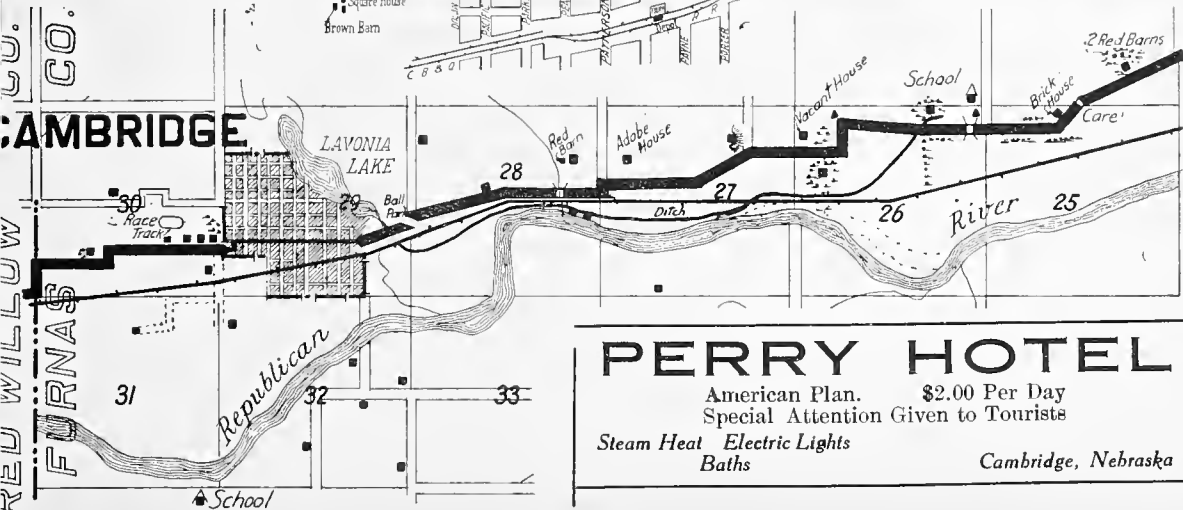
Located right on the Omaha-Denver Route

CAMBRIDGE, NEB.



1,029. Alt. 2,258 ft.
W. to Bartley, 9 E. to Hol-
brook, 343.8 W. to Denver, 288.5
to Omaha.
Distance measured by Warner Auto
meter.
FELS—Perry Hotel, Am., \$2,
k. N. of Depot.
LAGE—P. B. Cole, Storage 50c,
Blks.—W. of Perry Hotel.

1,029. Alt. 2,258 ft.
W. to Bartley, 9 E. to Hol-
brook, 343.8 W. to Denver, 288.5
to Omaha.
Distance measured by Warner Auto
meter.
FELS—Perry Hotel, Am., \$2,
k. N. of Depot.
LAGE—P. B. Cole, Storage 50c,
Blks.—W. of Perry Hotel.



PERRY HOTEL

American Plan. \$2.00 Per Day
Special Attention Given to Tourists

*Steam Heat Electric Lights
Baths*

Cambridge, Nebraska



HOLBROOK, NEBR.

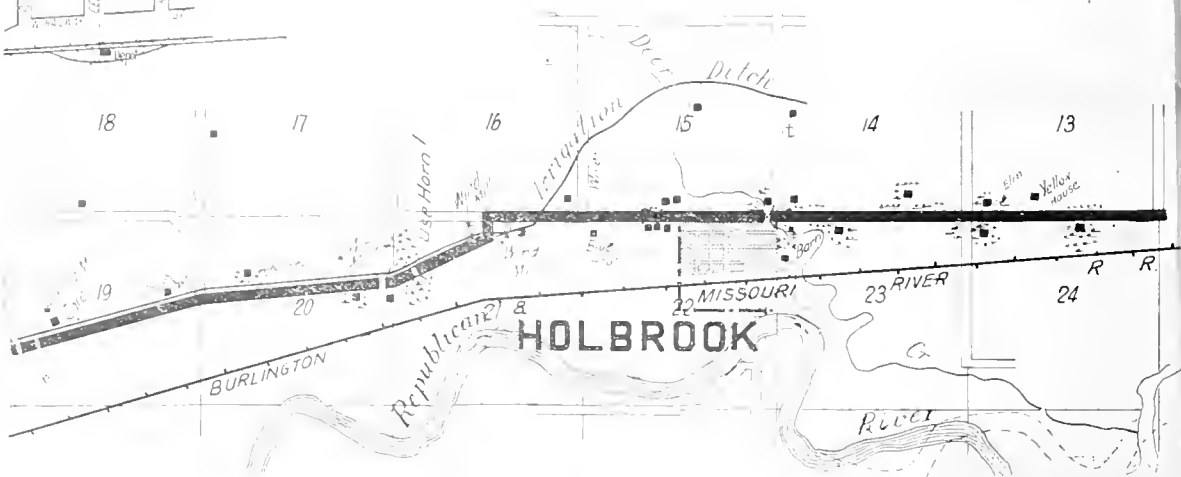
Pop. 400. Alt. 2,206 ft.
 9 W. to Cambridge, 5.9 E. to Arapahoe, 352.8 W. to Denver,
 279.5 E. to Omaha.

Distance measured by Warner Auto Meter.

HOTELS—New Palace Hotel, Am.,
 82, Main St.

GARAGE—Butler's Garage, storage
 50c, Main St.

REPAIRS—Ray Morris, Main St.
 C. C. Kluver, Center Ave.



ARAPAHOE, NEBR.

Pop. 1,000. Alt. 2,173 ft.
5.9 W. to Holbrook, 8.2 E. to Edison,
358.7 W. to Denver, 273.6 E. to Omaha.

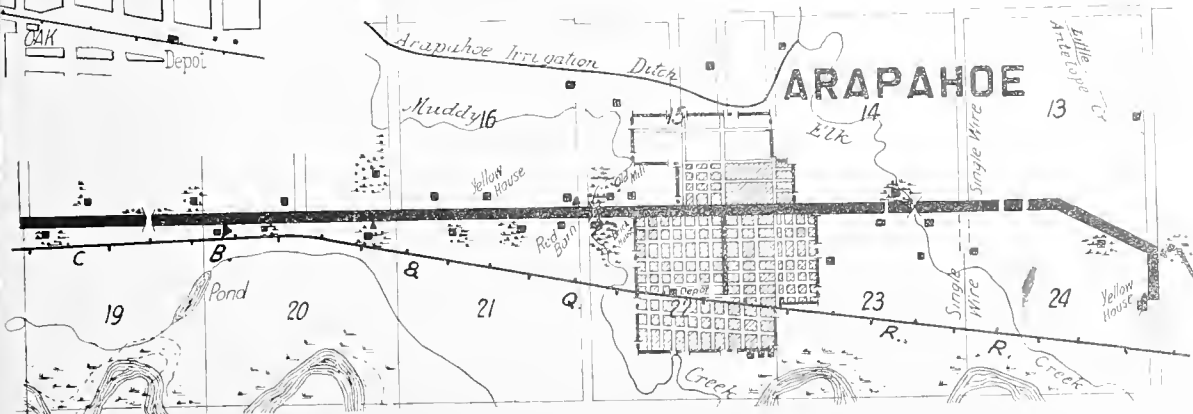
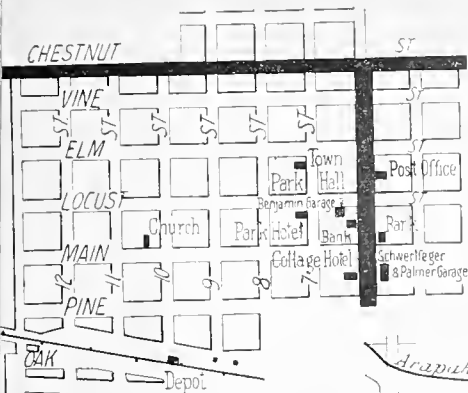
Distance measured by Warner Auto Meter.

HOTELS—Park Hotel, Am., \$2.
Cottage Hotel, Am., \$1.

GARAGES—A. Benjamin, Schwertfeger & Palmer.

REPAIRS—Joe Baxter.

GAS—Williams Bros., Hartman Store.



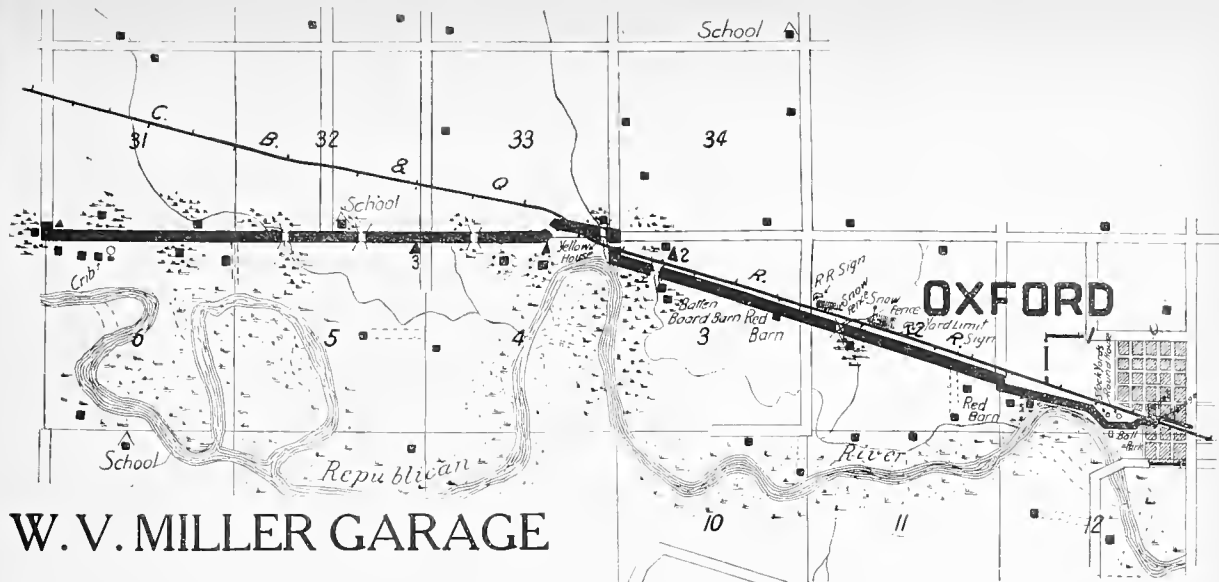
W. V. MILLER GARAGE

Livery and Auto Repairing

Supplies and Oils

EDISON

NEBRASKA





OXFORD, NEBR.

Pop. 600. Alt. 2,074 ft.
S.S. W. to Edison; 16.5 N. E. to Atlanta; 375.7 W. to Denver; 256.6 E. to Omaha.

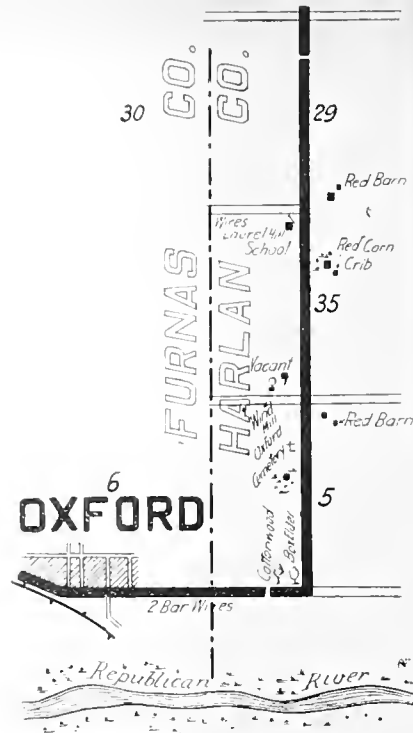
Distance measured by Warner Auto Meter.

HOTELS—None Hotel, Am., \$2; Burlington, Am. \$2.

GARAGE—Prime's Garage, Storage 50c.

REPAIRS—Art Weast, Henry Glahn.

GAS AND OILS—Creston Drug Co.



PRIME'S GARAGE

SUPPLIES, REPAIRS, OILS

Agent
for the **FAMOUS
FORD**

We carry a Full line of Ford Repairs with a competent
man in charge

RIGHT ON THE ROAD---CLOSE TO HOTELS

C. S. PRIME, Propr.

OXFORD, NEB.

Road Maps and Guides

That tell the truth about the roads in the state of Iowa
are

Huebinger's Automobile Publications

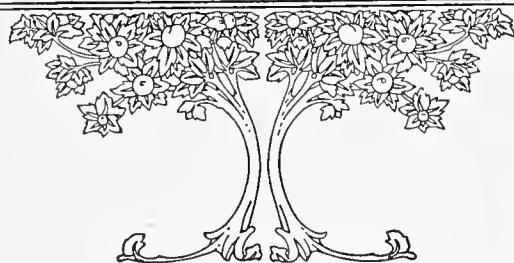
At Book Stores, Garages, Drug Stores

The Iowa Publishing Co., Des Moines, Ia.
PUBLISHERS

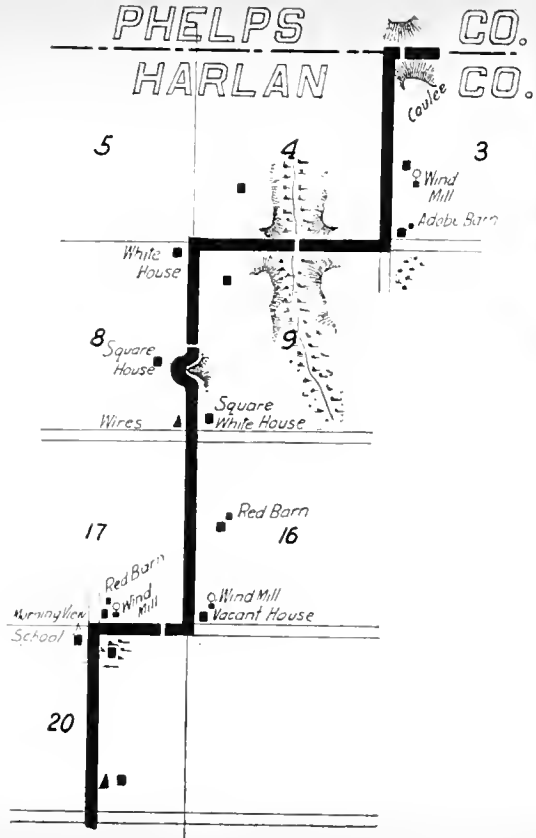
Burlington and Nome Hotels

OXFORD, NEBRASKA

OPERATED BY OXFORD HOTEL COMPANY



*Best accommodations in state west of Lincoln.
Rooms with private or detached bath and hot and
cold water.* ° : : : : : : : : : :



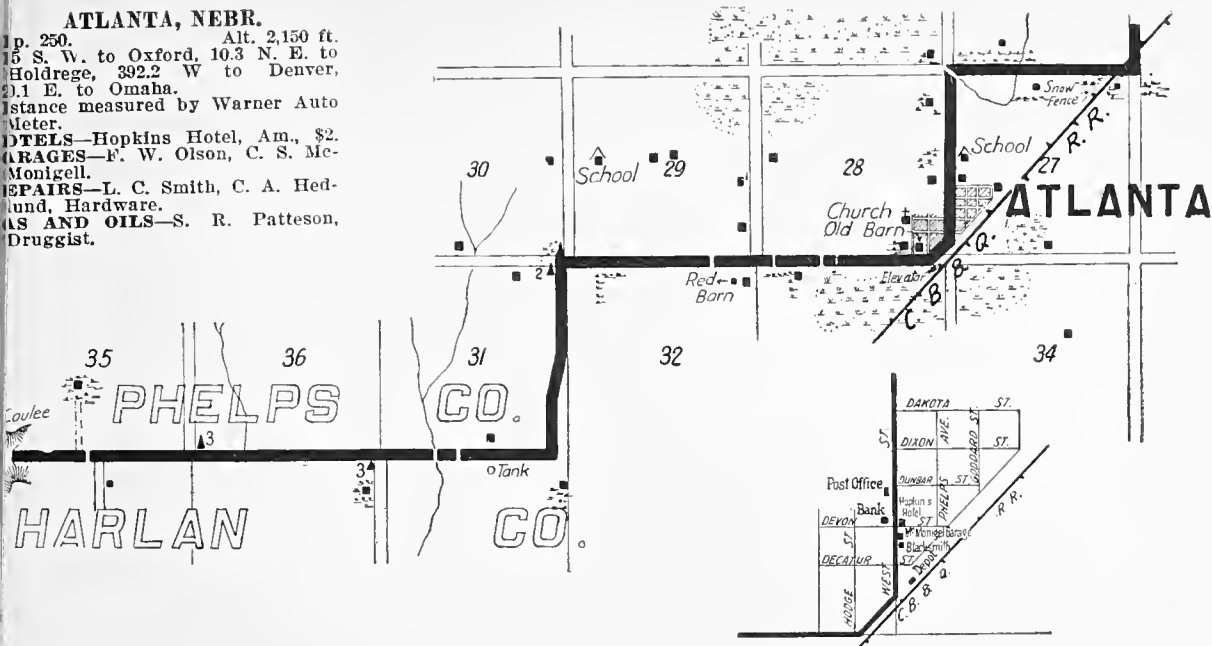
ATLANTA, NEBR.

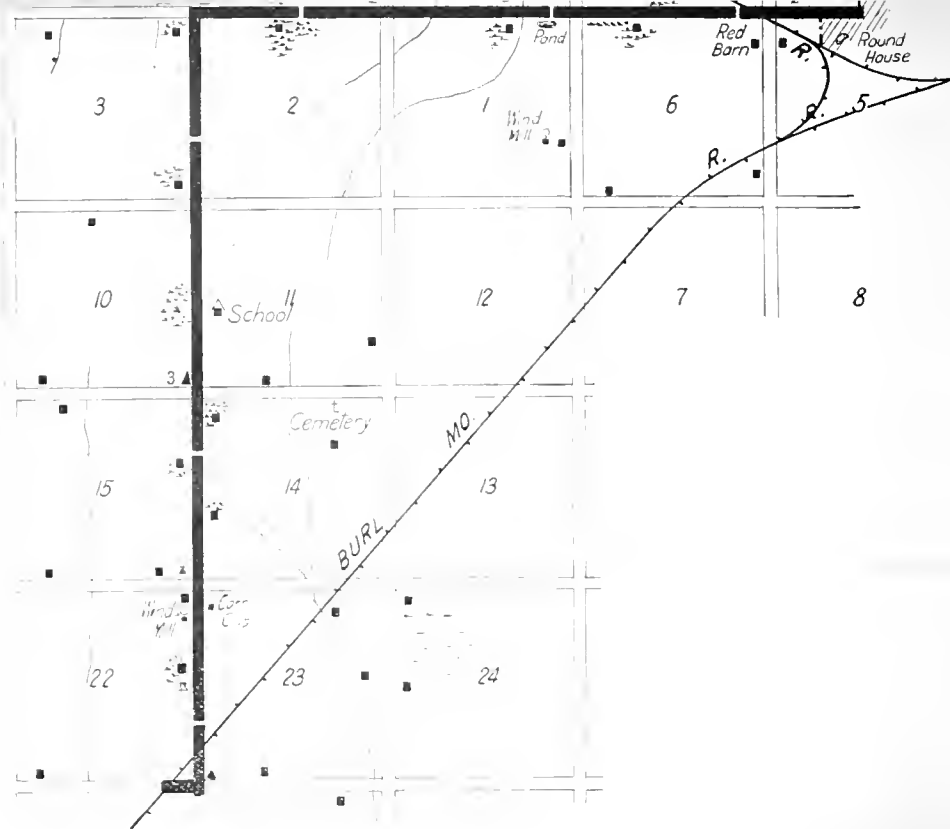
1 p. 250. Alt. 2,150 ft.
15 S. W. to Oxford, 10.3 N. E. to
Holdrege, 392.2 W to Denver,
2.1 E. to Omaha.
Distance measured by Warner Auto
Meter.

HOTELS—Hopkins Hotel, Am., \$2.
BARBERS—F. W. Olson, C. S. Mc-
Monigell.

REPAIRS—L. C. Smith, C. A. Hedlund, Hardware.

AS AND OILS—S. R. Patteson,
Druggist.





HOLDREGE, NEBR.

Pop. 3,500. Alt. 2,200 ft.
 10.3 S. W. to Atlanta, 8.2 E. to
 Funk, 402.5 W. to Denver, 229.8
 E. to Omaha.

Distance measured by Warner Auto
 Meter.

HOTELS—Hampton Hotel, Am., \$2,
 Fifth and East Avenue. Evans'
 Hotel, American, 1.50 and \$2.00,
 2nd and West Ave.; Central Hotel,
 Am. \$1.50, 3rd and East Ave.;
 Try-Us-Cafe, 4th Ave. W. of P. O.

GARAGES—Western Motor Car
 Co., storage 50c, West Ave., W. of
 Court House, Burgeson's Gar-
 age, storage, 50c, 5th St. S. of
 Court House; A. F. Larson, stor-
 age 50c, Cor. 4th & Grant St.

GAS AND OILS—Bacon's Garage
 and Livery Barn, 3rd and East
 Ave.



HOLDREGE, NEBR., GARAGE

Best Fitted to Accommodate Tourists. Room for Twenty Cars. Large Steam Vulcanizing Plant. Capable Workmen and Fully Equipped Repair shop. Full Line of Auto Supplies and Accessories.

WESTERN MOTOR CAR CO.

C. E N G S T R O M, P r o p r i e t o r

Prices Always Right

West of Court House. West Avenue

C. R. BURGESSON

Supplies, Repairs

Oils and Gas

Special Attention Given to Tourists

South of Court House

HOLDREGE, NEB.

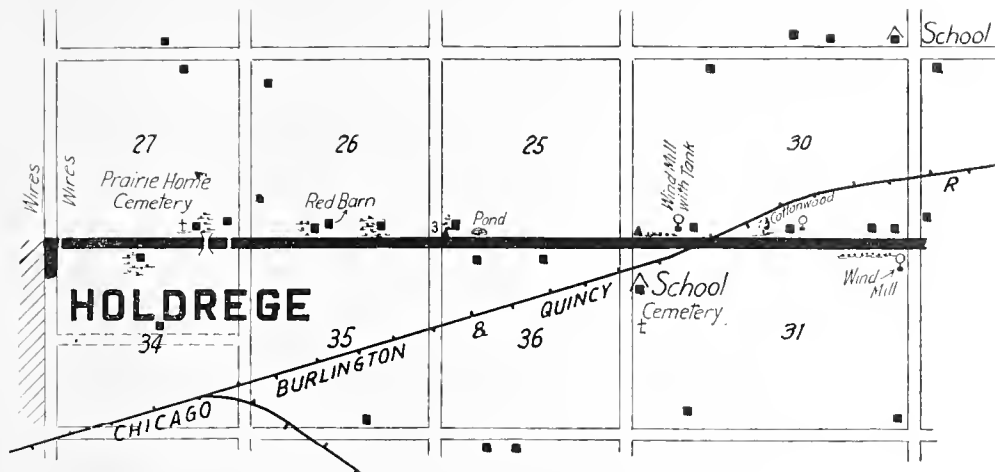
TRYUS CAFE

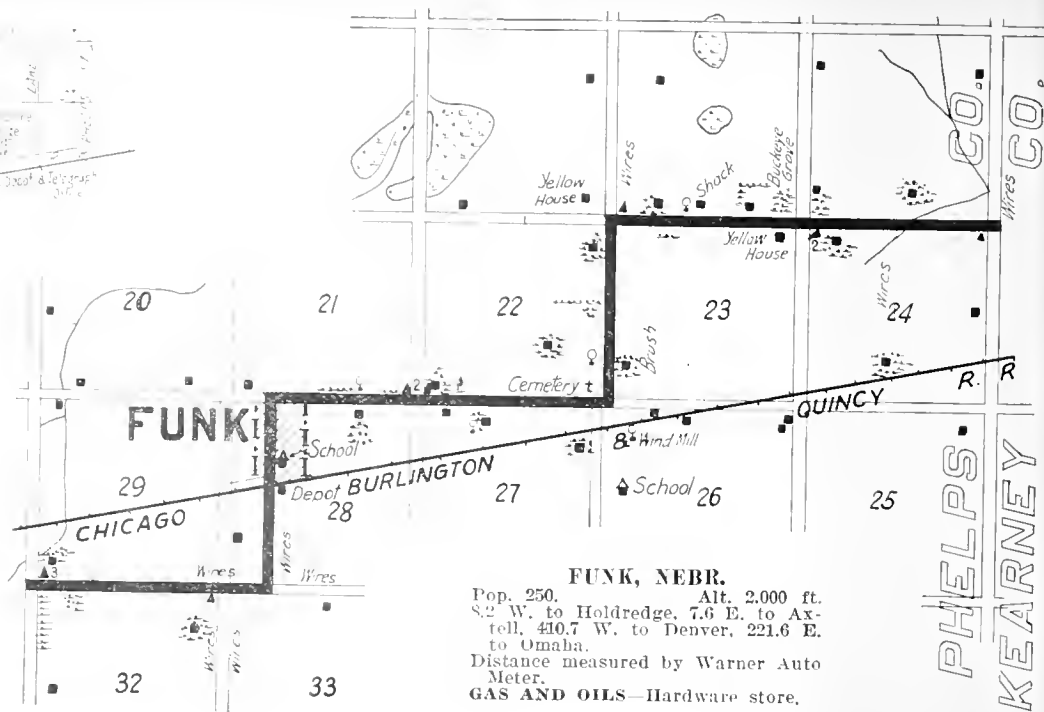
P. E. LUDLOW, Prop.

HOLDREGE, NEB.

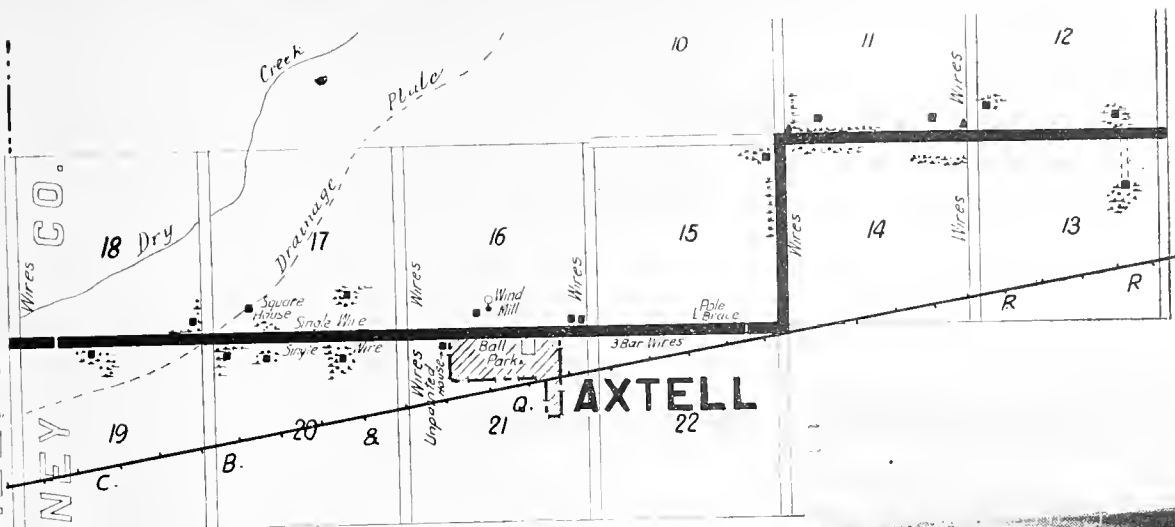
Everything that the market affords properly prepared.

Special Attention Given to Automobile Transients.





PHELPS
KEARNEY
CO.



AXTELL, NEBR.

Pop. 300

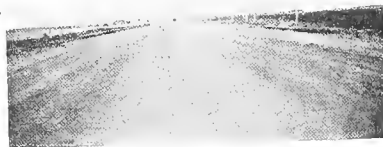
7.6 W. to Funk, 10.1 E. to Minden.

418. 3 W. to Denver, 214.0 E to Omaha.

Distance measured by Warner Auto Meter.

HOTELS—Murray Hotel, Am., \$2.

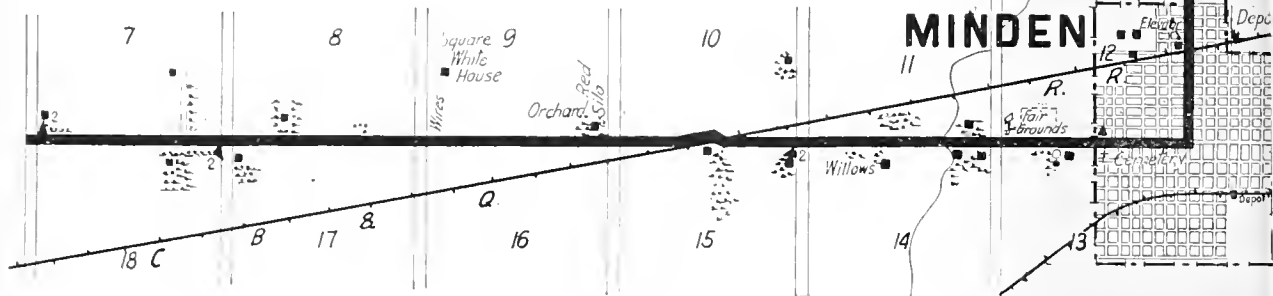
GARAGE—Leafgren's Garage.



Alt. 2,178 ft.

Distance measured by Warner Auto
Meter.

GARAGES—Lars Gunderson, storage 50c, Opp. Court House; Brøndersley Bros., one blk S. of Hotel, storage 50c; Chris Hove Garage, storage 50c.



Minden Auto Garage

BRONDERSLEY BROS. AUTO CO.

AUTOMOBILES

Accessories—Supplies—Repairing a Specialty

MINDEN, NEBRASKA

Phone 73

Res. Phone 327

The Humphrey Hotel

EARL B. MOONEY, Proprietor

MINDEN, NEBRASKA

Special attention given tourists. Large parties
please phone ahead and good rooms will be
reserved.

AMERICAN PLAN. \$2.00 PER DAY

LARS GUNDERSEN

DEALER IN

Overland, Mitchell and Rambler Cars

Supplies and Accessories

Repairs of all Kinds. Gasoline Station

Phone Red 98

MINDEN, NEB.

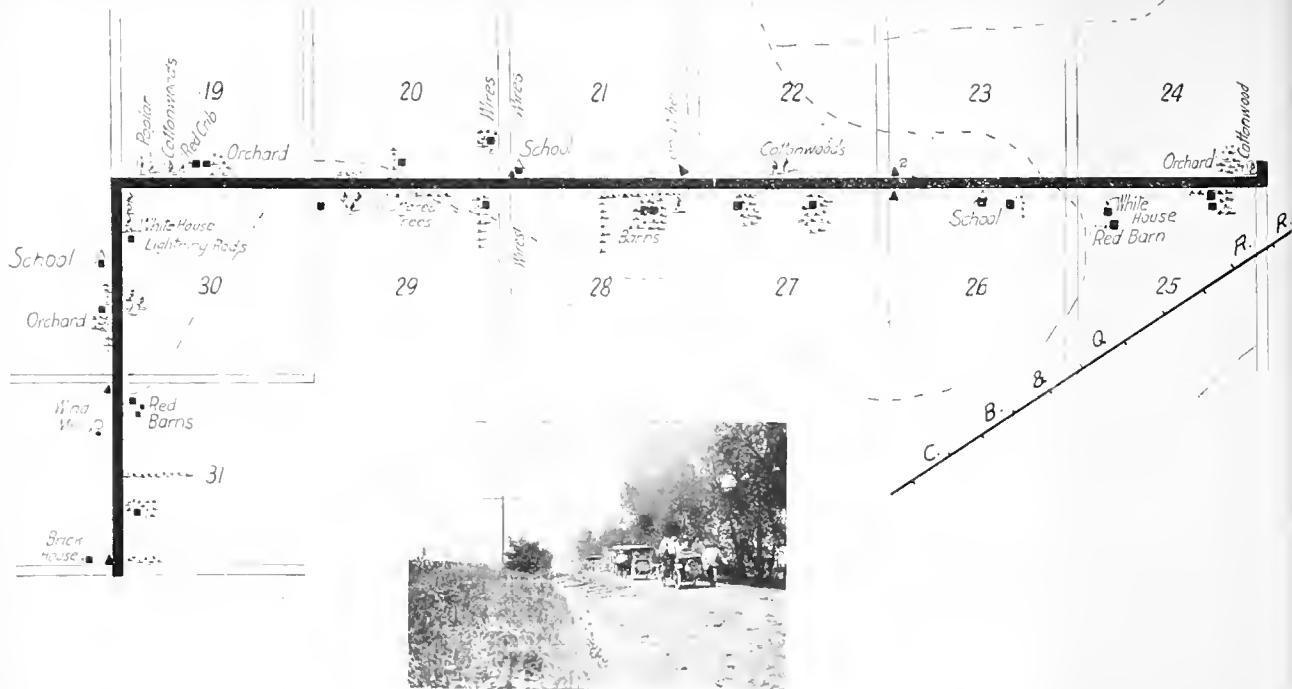
L. T. PEDLEY DRUGGIST

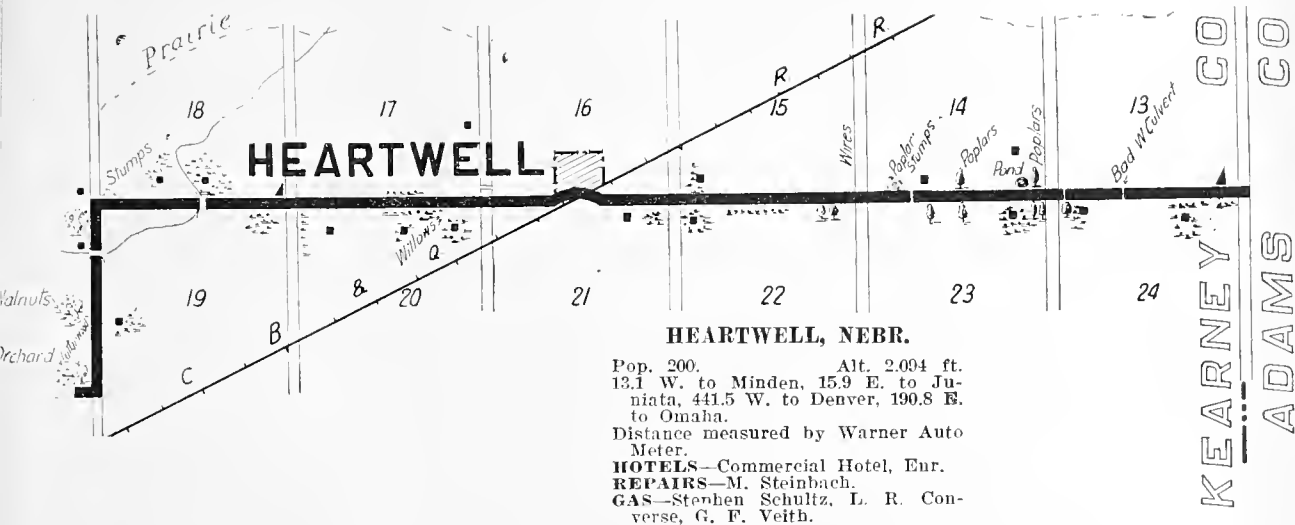
Everything in Medicines and Medicinal
Supplies. All Up-to-Date Advertised Goods

Fine Confections
and Soda Fountain Refreshments

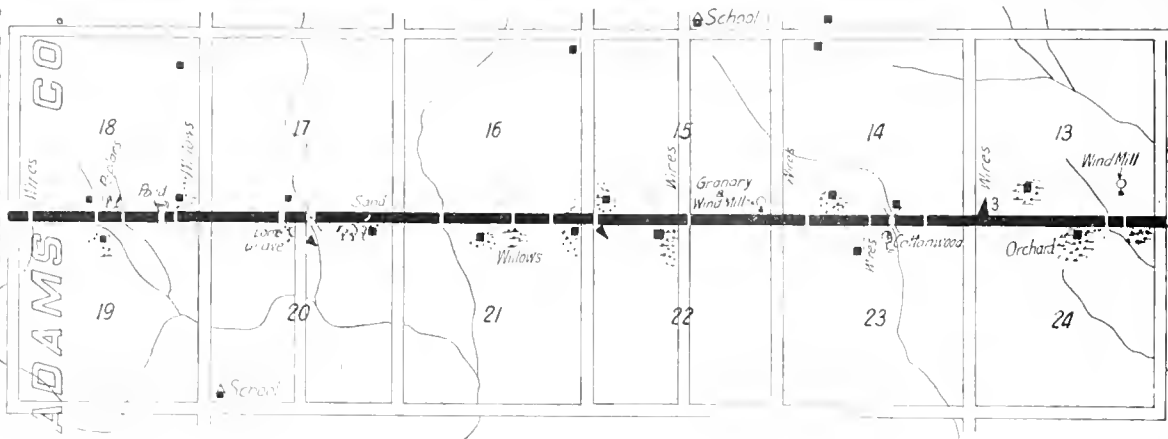
The Rexall Store West Side of Square

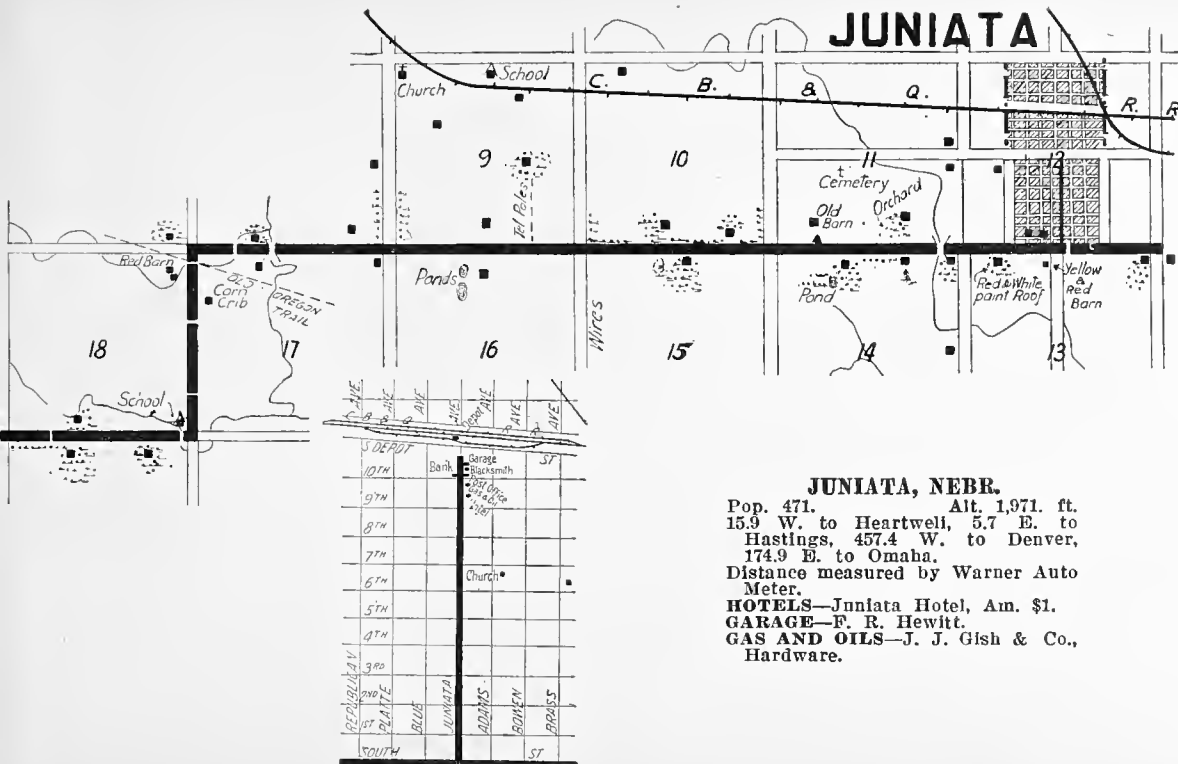
MINDEN, NEBR.





KEARNEY CO
ADAMS CO





JUNIATA, NEBR.

Pop. 471. Alt. 1,971. ft.
 15.9 W. to Heartwell, 5.7 E. to
 Hastings, 457.4 W. to Denver,
 174.9 E. to Omaha.
 Distance measured by Warner Auto
 Meter.

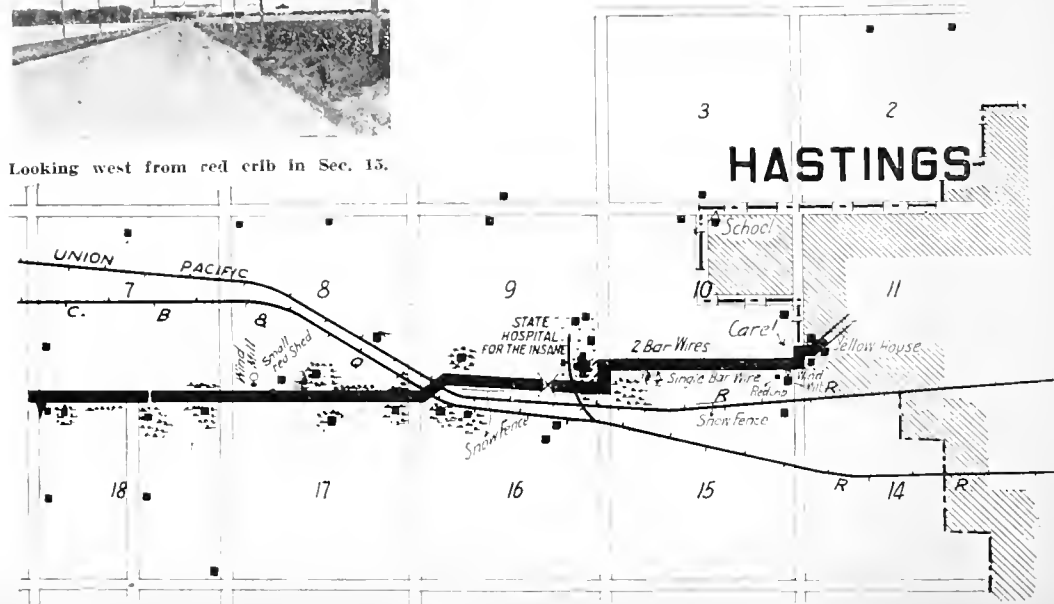
HOTELS—Juniata Hotel, Am. \$1.

GARAGE—F. R. Hewitt.

GAS AND OILS—J. J. Gish & Co.,
 Hardware.



Looking west from red crib in Sec. 15.



STITT MOTOR CAR CO.

Everything for the Tourist

Best Equipped Garage

GASOLINE—REPAIRING

BOTH TELEPHONES

2d St. and Burlington Ave.

Hastings, Nebr.

E. A. BRANDES

— STATE AGENT

OVERLAND CARS

OFFICIAL A. A. A. GARAGE

Largest and Best Equipped Garage in the City
Special attention to Tourists

FULL LINE OF SUPPLIES

Around the Corner from the Bostwick
Hotel on Third and Denver Ave.

HASTINGS, NEB.

HAVE IT FIXED AT HASTINGS

Automobile Tops, Automobile Cushions,
Automobile Straps.

J. H. HANEY & COMPANY

Make them better than new; your trunks, bags, suit
cases, anything and everything made HERE.
We make them. We sell them. We fix them

J. H. HANEY & COMPANY

Wholesale Harness, Trunks, Bags, Automobile Repairs

CORNER DENVER AVENUE and 2nd STREET

HAVE IT FIXED NOW

HASTINGS VULCANIZING CO.

Automobile Tire
Repairing

The Only Fully Equipped
Shop in the West

BOTH PHONES

101 No. Lincoln Ave.

LINCOLN, NEB.

KISTER GARAGE

Most Modern in West

*Resting Room for
Tourists*

Expert Repairing Promptly
Done

610-12 West First Street

HASTINGS, NEB.

A. H. JONES BIG GARAGE

BEST EQUIPPED
SHOP

REO CARS

BEST REPAIR
SERVICE

819 First Street ————— Half Block South of Main Road
HASTINGS, NEBRASKA

A. L. CLARKE, President
F. C. BABCOCK, Vice-Pres. W. A. TAYLOR, Cashier

First National Bank

HASTINGS, NEBRASKA

Capital, Surplus and Undivided Profits
\$450,000.00

Largest banking business in Nebraska outside of Omaha
South Omaha and Lincoln

HOTEL BOSTWICK

H. C. HAVERLY, Manager

Auto Parties Patronage Solicited

Rates: \$2.00, \$2.50 and \$3.00 per Day

American Plan

HASTINGS,

- - -

NEBRASKA

HASTINGS, NEBR.

op. 9,338. Alt. 1, 932 ft.
7 W. to Juniata. 17.3 E. to Har-
vard, 463.1 W. to Denver, 169.2 E.
to Omaha.
Distance measured by Warner Auto
Meter.

OTELS—Hotel Bostwick, Am., \$2,
\$2.50, \$3, Cor. St. Joe Ave. and
W. 2nd St.; Hotel Lindell, Eur.,
75c and \$1., Cor. 1st and Lincoln
Ave.; Klein Hotel, Eur. 75c and
\$1. next to Postoffice.

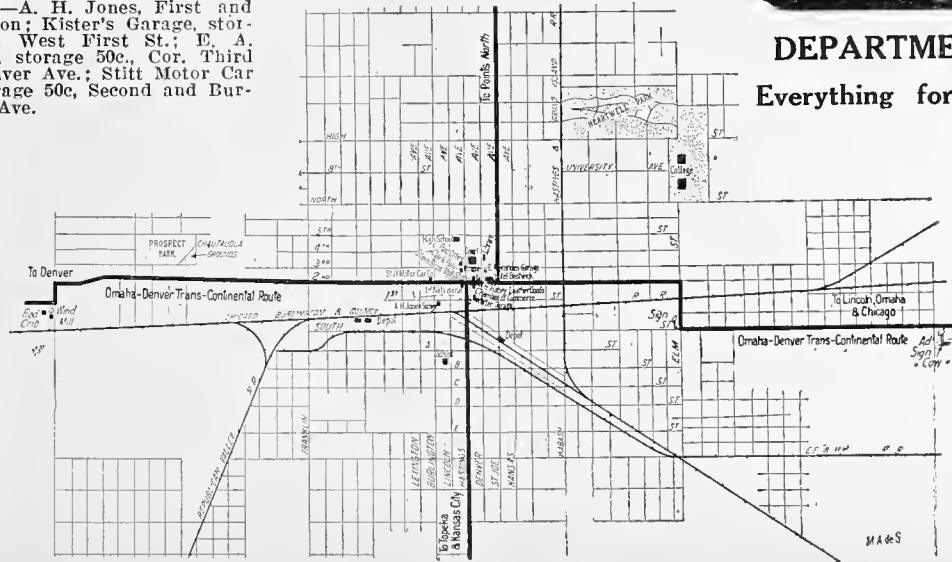
ARAGES—A. H. Jones, First and
Burlington; Kister's Garage, stor-
age 50c, West First St.; E. A.
Brandes, storage 50c., Cor. Third
and Denver Ave.; Stitt Motor Car
Co., storage 50c, Second and Bur-
lington Ave.

"Where the Tourist Can Feel at Home"



DEPARTMENT STORE

Everything for the Tourist



INLAND

CHICAGO 9 BURLINGTON & QUINCY

R. R.

Barn

School

10

11

12

7

School

8

Barn

Wires

Stumps

16

Wires

15

Pond

14

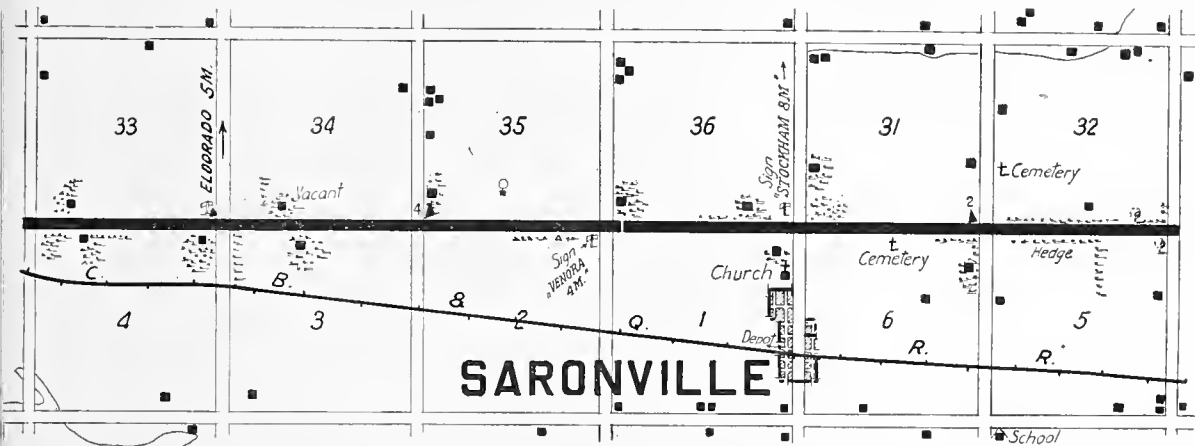
13

18

17

Church

Cemetery



OCCIDENTAL HOTEL

SUTTON, NEB.
Opposite Post Office

Clean, Comfortable and
Homelike

Tourists Always Welcome

DRAFTS

SUTTON

NATIONAL

BANK

at Postoffice

Sutton's Official Garage



The official recognition by the A. A. A. gives
you perfect assurance that your wants in
repairs and auto supplies will be

Competently, Judiciously and Honestly Looked After.

If you need anything while in our territory,
you will be pleased by the service at the

SUTTON GARAGE

Local Long Distance Phone 266
SUTTON, : : NEBRASKA

DRAFTS

SUTTON

NATIONAL

BANK

at Postoffice



SUTTON HOTEL

New Brick. Steam Heat. Electric
Lights. The best Meals. Rates
\$2.00 per day including free baths.
Headquarters for traveling men.
Phone or write for room—day in ad-
vance if possible.



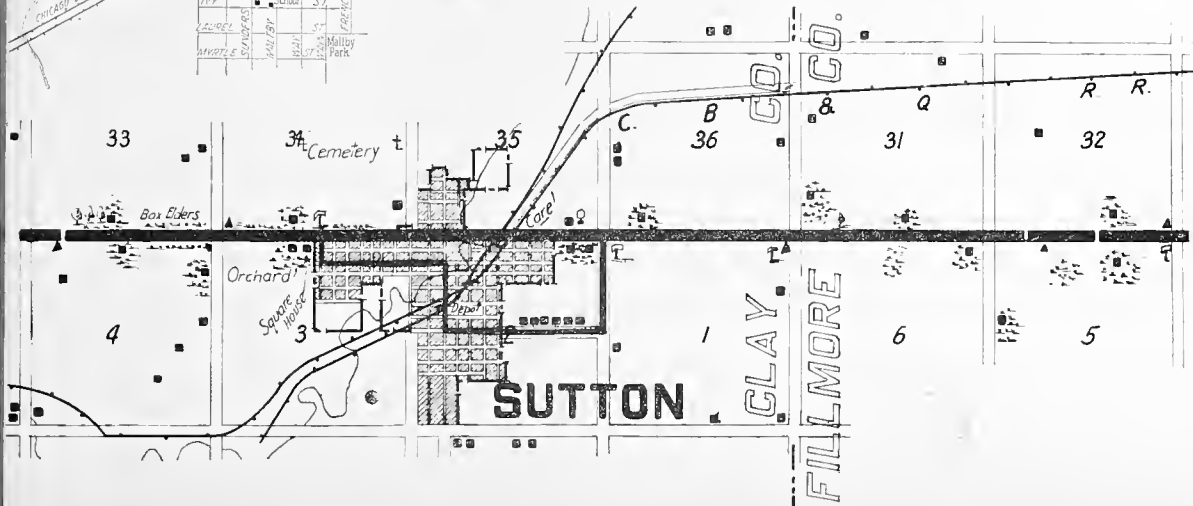
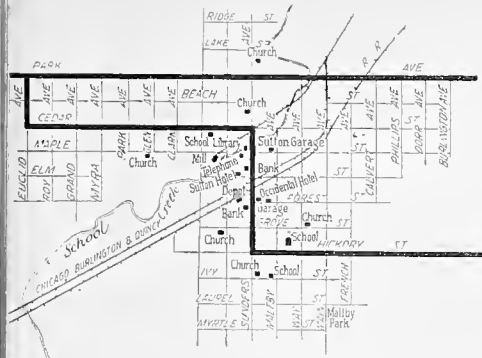
SUTTON, NEBR.

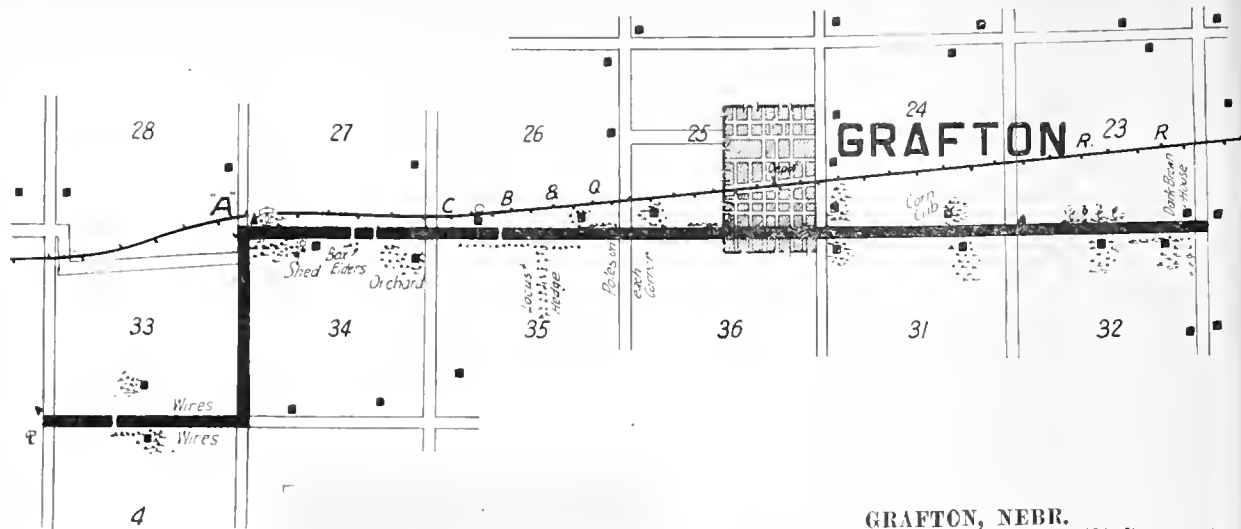
Pop. 1,702 Alt. 1,676 ft.
12.7 W. to Harvard, S.2 E. to Graf-
ton, 493.1 W. to Denver, 139.2 E. to
Omaha.

Distance measured by Warner Auto
Meter.

HOTELS—Sutton Hotel, Am. \$2.,
Opp. Burlington station; Occiden-
tal Hotel, Am. \$2., Opp. P. O.

GARAGES—Sutton Garage, 1 blk. N.
1/2 blk. W. of Burlington Sta.; Van
Patten & Schwertfeger, rear of Oc-
cidental Hotel.





GRAFTON, NEBR.

Pop. 353 Alt. 1,684 ft.
 8.2 W. to Sutton, 7.7 E. to Fair-
 mont, 501.3 W. to Denver, 131.0
 E. to Omaha.
 Distance measured by Warner Auto
 Meter.



HUEBINGER'S AUTOMOBILE PUBLICATIONS

—READY APRIL 1, 1912—

IOWA OFFICIAL TRANS-CONTINENTAL ROUTE:
Clinton to Omaha, 50¢.

NORTH IOWA PIKE: Prairie du Chien to Sioux
Falls, 50¢.

HAWKEYE HIGHWAY: Dubuque to Sioux City, 50¢.

BLUE GRASS ROAD: Muscatine, Burlington, Ft.
Madison to Omaha, 50¢.

WAUBONSIE TRAIL: Ft. Madison, Keokuk to Omaha,
Lincoln, 50¢.

RIVER-TO-RIVER GUIDE: Davenport, Des Moines
to Omaha, 50¢.

I-O-A-SHORT LINE: Davenport to Omaha, 50¢.

DES MOINES, FT. DODGE, SPIRIT LAKE AND
SIOUX FALLS, 50¢.

OMAHA-DENVER TRANS-CONTINENTAL ROUTE:
Omaha, Nebraska City to Denver, \$1.00.

PANORA SPEEDWAY: Des Moines to Guthrie Cen-
ter, Jefferson, 50¢.

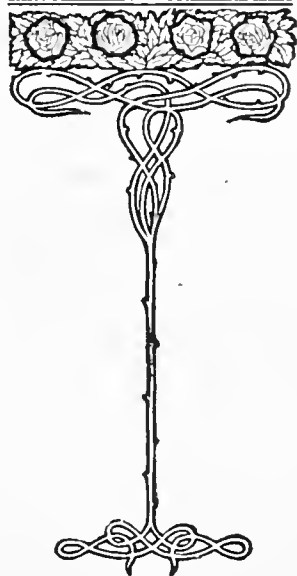
INTER-STATE TRAIL: Des Moines to St. Joe, Kansas
City, Ft. Leavenworth, 50¢.

HUEBINGER'S AUTOMOBILE AND GOOD ROAD ATLAS OF IOWA
"The Perfect Road Guide;" Price, \$10.00

At Stationers or mailed on receipt of the price by the publishers.

IOWA PUBLISHING COMPANY, (Inc.)
DES MOINES, IOWA

The Home of the Tourist



Where you will find a full line of accessories, TWO expert machinists and repairing facilities that make our GARAGE A 1 and as good (if not the best) between Omaha and Denver.

Our prices are standard and the same to all. We want you to be our guest when passing over the TRANS-CONTINENTAL.

If for any reason you are delayed at this place, and prefer the benefit of a cool place, we are located just across the street from a small, but beautiful park.

When near our GARAGE and assistance is necessary, call from any phone and we will meet you in a very few minutes. On our floor at all times you can see the standard makes of AUTOS which carry factory guarantees.

Complete line of DIAMOND rubber goods which need no advertising. The latest OXY-ACETYLENE WELDING MACHINE. Forge and Lathe work of all kinds.

The same town, the same name, now and always.

BROWN AUTO COMPANY
Garages: Fairmont and Geneva, Nebraska

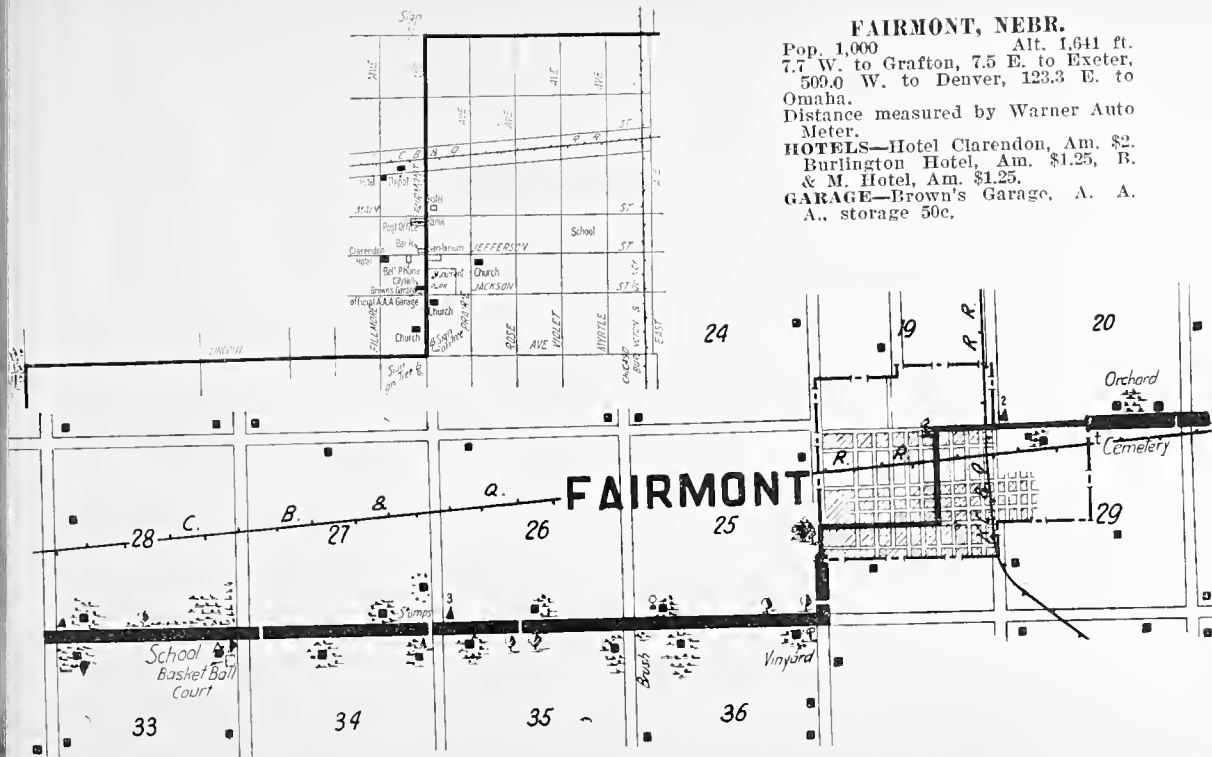
FAIRMONT, NEBR.

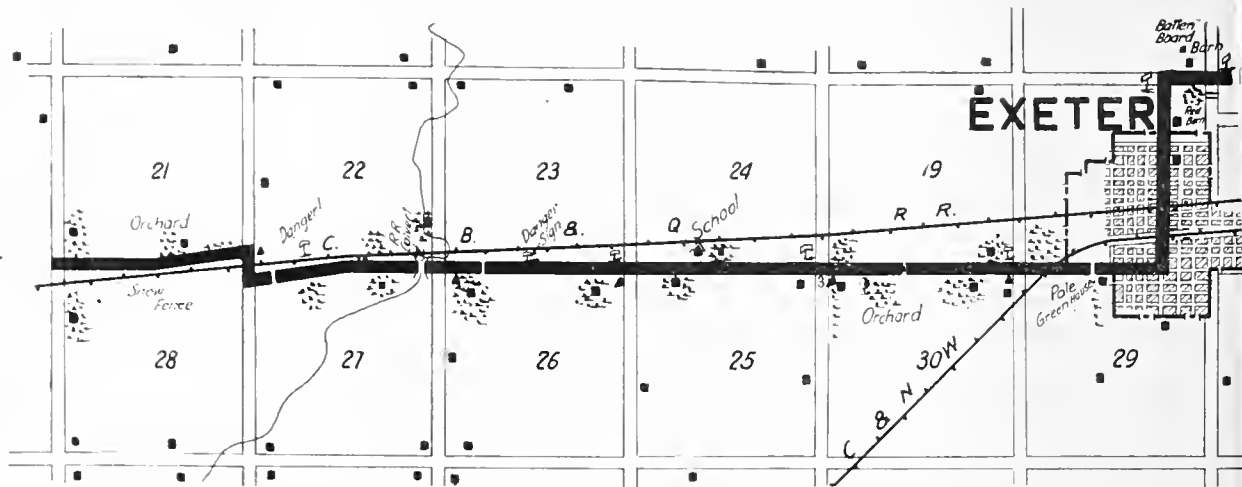
Pop. 1,000 Alt. 1,641 ft.
7.7 W. to Grafton, 7.5 E. to Exeter,
509.0 W. to Denver, 123.3 E. to
Omaha.

Distance measured by Warner Auto
Meter.

HOTELS—Hotel Clarendon, Am. \$2.
Burlington Hotel, Am. \$1.25, R.
& M. Hotel, Am. \$1.25.

GARAGE—Brown's Garage, A. A.
A., storage 50c.





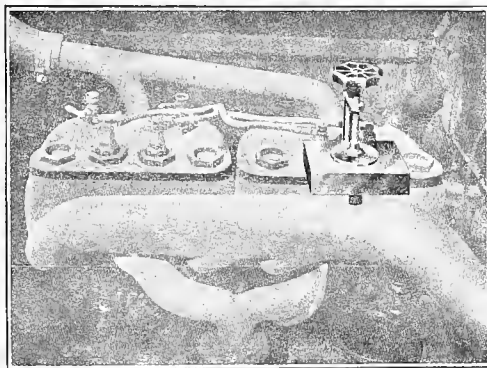
THE LITTLE GIANT VULCANIZER

"ALWAYS READY"

\$5⁰⁰

COMPLETE

—
First Cost
Last Cost



NO TROUBLE
NO FUEL
NO DIRT
NO CEMENT

Attaches
Permanently
to
Exhaust Pipe

LITTLE GIANT VULCANIZER COMPANY

OMAHA, NEB.

GARAGE

EAST SIDE ON MAIN STREET

Auto Accessories

Standard Makes of Tires

EXETER, NEBRASKA

*The First Division Point on Omaha-Denver Road
West of Lincoln*

Was the first town in the state to have an organization for the purpose of demonstrating and maintaining good roads.

Has two lines of railroads, two beautiful parks, good schools, auditorium, waterworks and an electric light plant furnishing current both day and night.

Stop and Look Us Over When Passing Through

KLOTZ PHARMACY

"The Rexall Store"

TOURISTS' HEADQUARTERS

Soda Water Specialties and
Tourists' Guides

EXETER IS THE HOME OF Smith's Adjustable Index Tags

AND
Smith's Enameled Steel Signals

Used for indexing Books and Card Systems
in the leading offices of the United States
and foreign countries.

FACTORY IN CENTER OF TOWN, FACING OMAHA-DENVER ROAD.

VISITORS WELCOME

See the Large Electric Sign Over the Corner

ESTABLISHED 1879

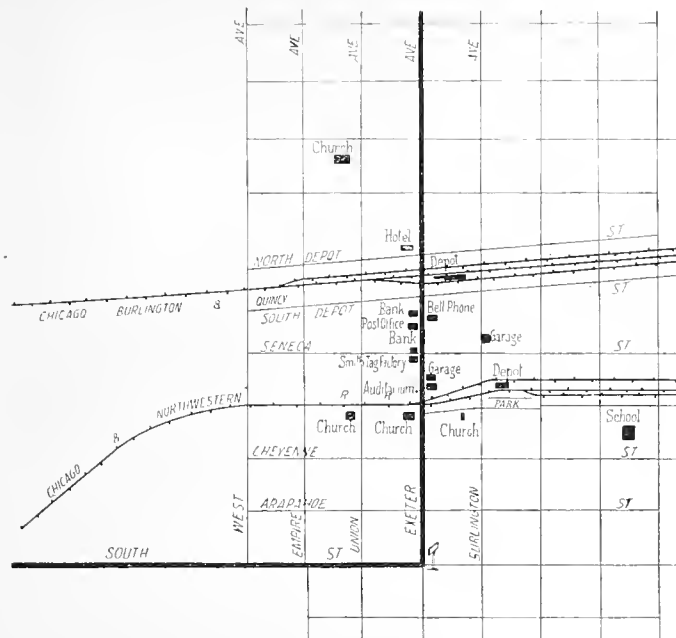
WALLACE & CO. BANKERS

Capital \$50,000.00

WM. H. WALLACE, President

WM. P. WALLACE, Cashier

EXETER, NEBRASKA



EXETER, NEBR.

Pop. 1,000

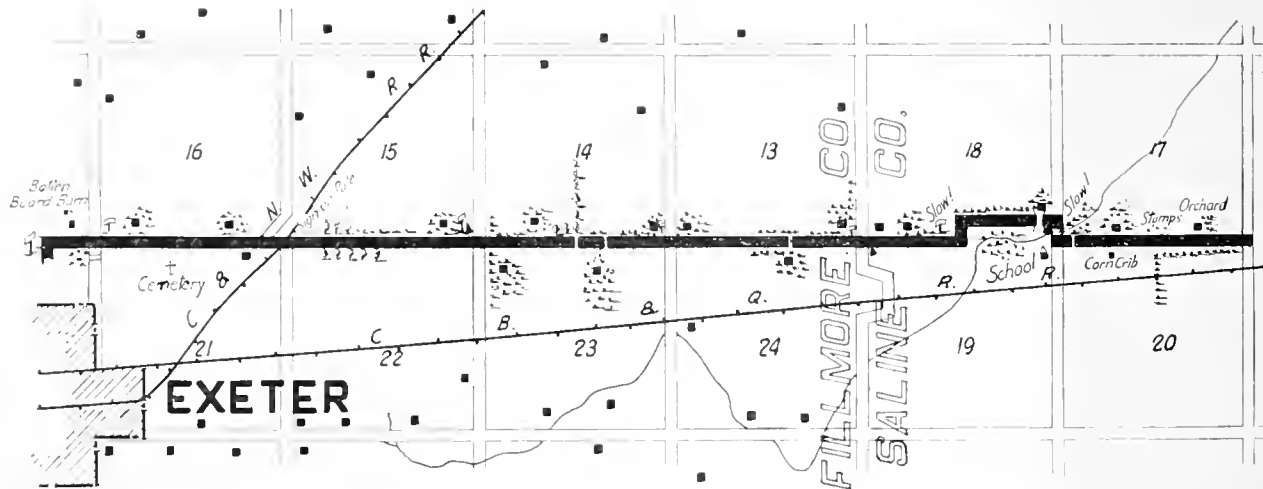
7.5 W. to Fairmont, 9.5 E. to Friend, 516.5 W. to Denver, 115.8 E. to Omaha.

HOTELS—Merchants Hotels, Am. \$1.50 to \$2.

GARAGE—Spitz & Pflug, storage 50c.

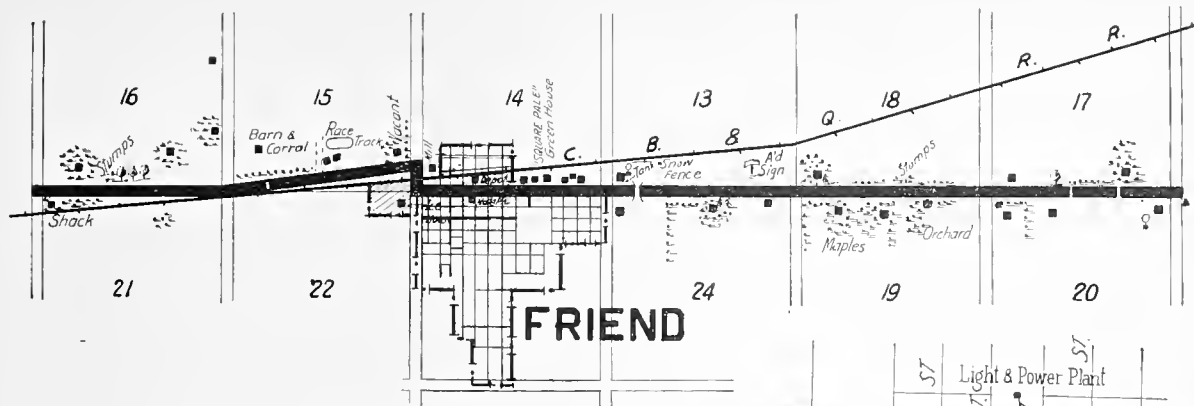
REPAIRS—James McGhie, blacksmith.

GAS & OILS—Klotz Pharmacy.



Preparations were being made to straighten road between Sec. 18 and 19 in

summer of 1911



FRIEND, NEBR.

Pop. 1,500

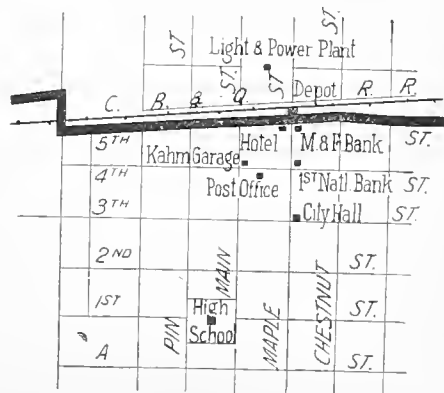
9.5 W. to Exeter, 20.4 N. E. to Milford, 526.0 W. to Denver, 106.3 E. to Omaha.

Distance measured by Warner Auto Meter.

HOTELS—Del Coronado, Am. \$2.

GARAGES—Kahm Bros., A. A. A., storage 50c. Heagney Bros., storage 50c.

REPAIRS—J. C. Weber.



JOHN KAHM

EMANUEL KAHM

JACOB KAHM

KAHM BROS. GARAGE

Expert Automobile repairing in all its branches. Only complete stock of Tires and Sundries in the City. The only shop in the state where you can get anything and everything repaired.

OPEN ALL THE TIME

ONE BLOCK SOUTH AND ONE BLOCK WEST OF B. & M. DEPOT

OFFICIAL A. A. A. GARAGE

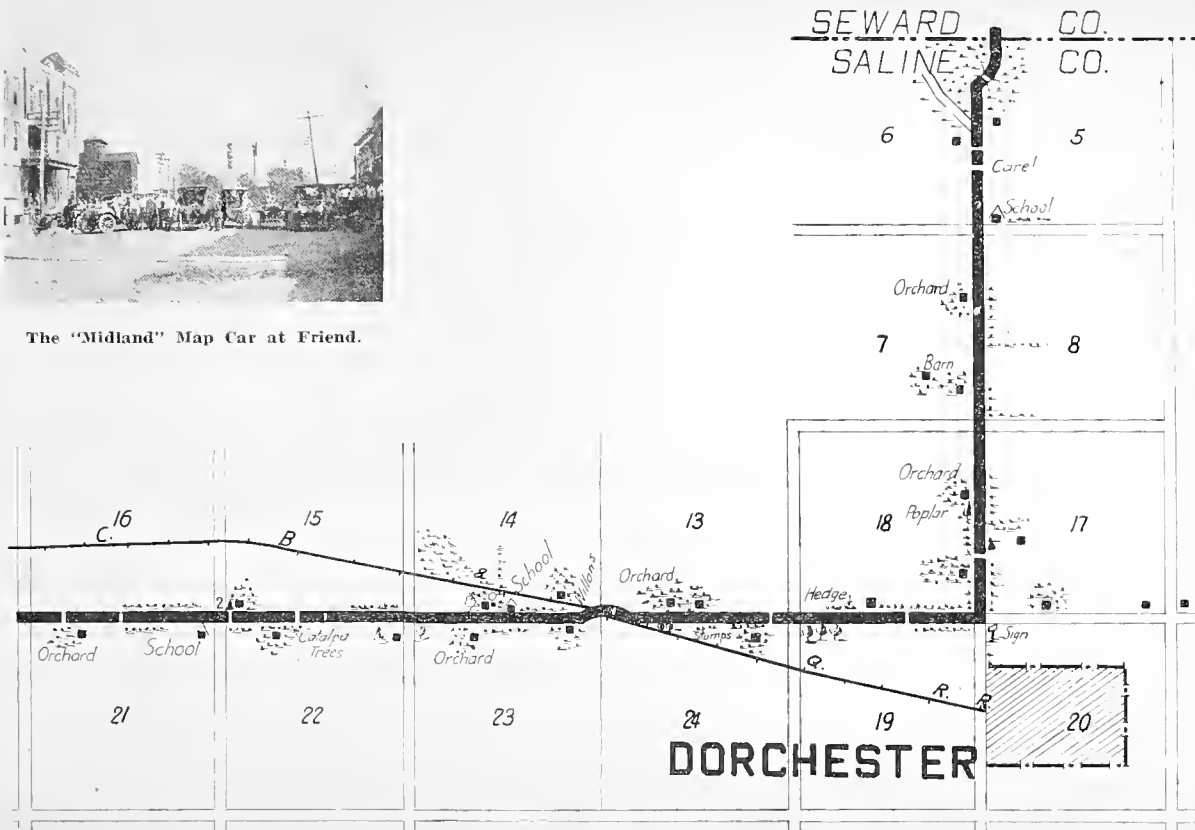
TOURISTS WELCOME

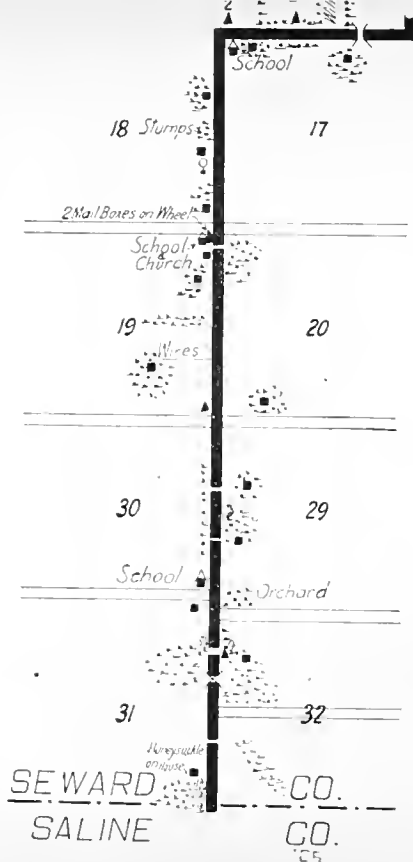
PHONE 118

FRIEND, NEBRASKA



The "Midland" Map Car at Friend.





MILFORD GARAGE CO.

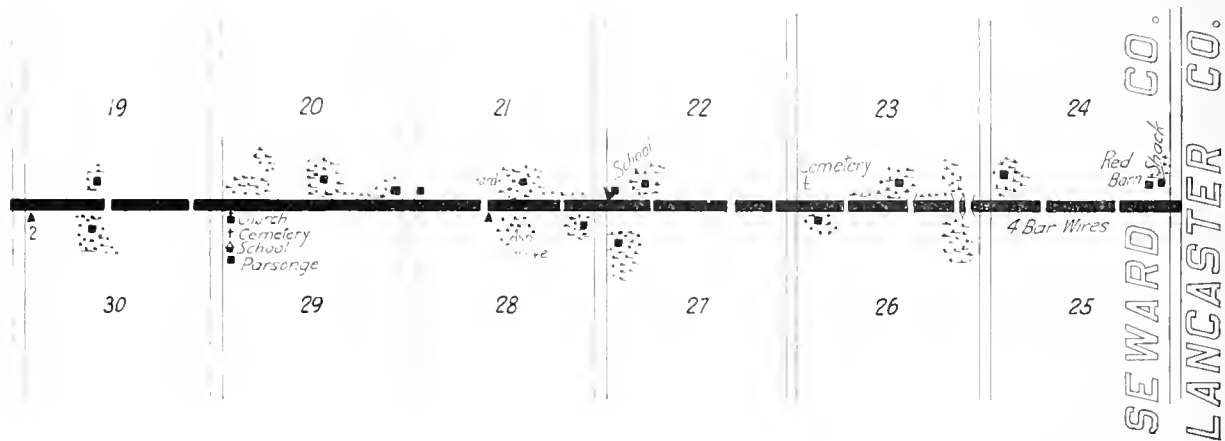
Tires, Supplies, High Grade Motor Oil

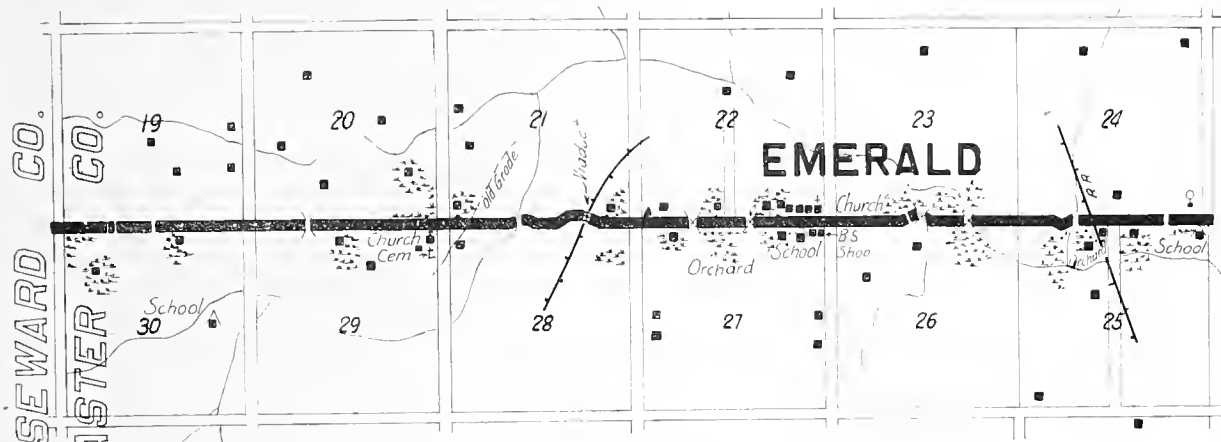
REPAIR WORK SPECIALIZED

West Main St.

MILFORD, NEB.







EMERALD, NEBR.

Pop. 25
14.2 W. to Milford, 7. E. to Lincoln,
560.6 W. to Denver, 71.7 E. to
Omaha.
Distance measured by Warner Auto
Meter.
GAS AND OILS—General Store &
P. O.

State Agents
EVERITT
K-R-I-T
WINTON SIX

LINCOLN

ACCESSORIES
STORAGE
REPAIRING

AUTOMOBILE COMPANY

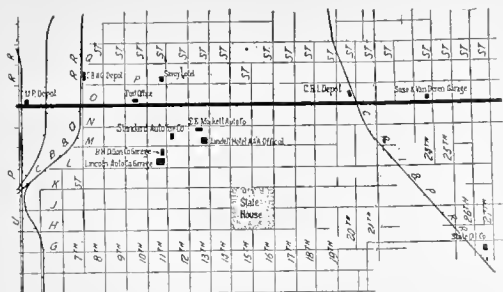
CORNER 11th AND L STREETS

MOST CONVENIENTLY LOCATED PLACE IN LINCOLN

☐ Fire Proof Building. Separate Entrance and Exit. Bowser Gasoline Filling System. High Grade Oils and Greases.

☐ Complete Stock Casings, Inner Tubes, Spark Plugs, Batteries, Etc.

☐ Shop Department Under High Grade Management, Only Experienced Mechanics Employed.



LINCOLN, NEBR.

Pop. 41,000 Alt. 1,148 ft.

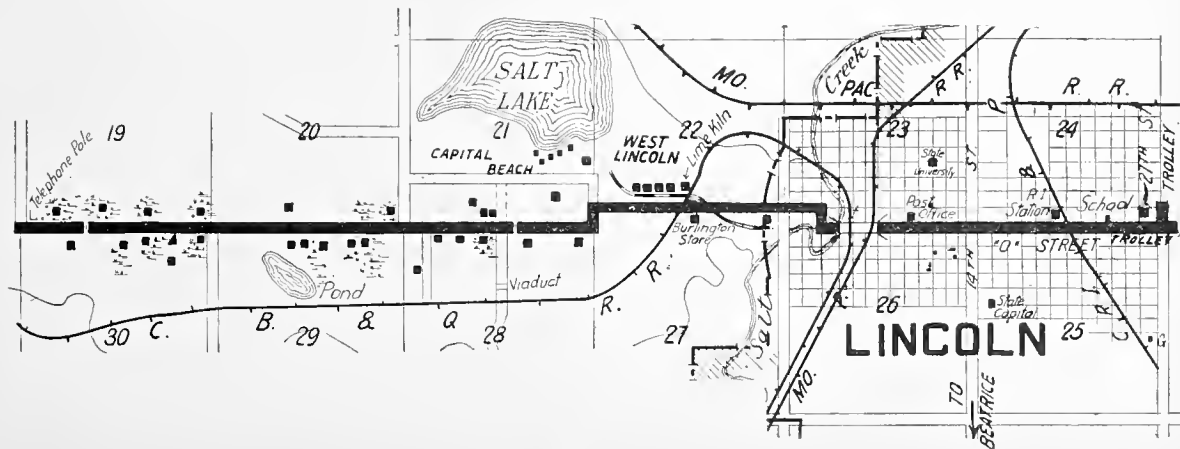
7. W. to Emerald, 13.9 N. E. to Waverly, 567.6 W. to Denever, 64.7 E. to Omaha.

Distance measured by Warner Auto Meter.

HOTELS—Lindell Hotel, Eur. \$1. up, 13th & M. St., Savoy Hotel, Eur. \$1. up, 1042 F St.

GARAGE—Lincoln Auto Co., storage 50c, 335 S. 11th St., O. Street Garage, 24th & O. St., H. H. Dillon Garage, S. 11th Bet. L. & M. Sts., E. B. Mockett Auto Co., 1209-11 N. St.

REPAIRS—Standard Auto Tire Co., 234 S. 11th St.



AUTO 3420

BELL F597

FREE AIR
AT THE
STANDARD AUTO TIRE CO.

234 So. Eleventh St., Lincoln, Neb.

TIRE REPAIRING

We also carry a Complete Stock of Firestone Tires
and Tubes

H. H. DILLON COMPANY

Distributors

HUDSON "33"

In Nebraska and Kansas

Courteous, Fair Treatment Accorded Tourists

329-331 South 11th St.

Lincoln, Nebraska

NEW LINDELL HOTEL



13th and M St.

LINCOLN, NEB.

European Plan. Rates from \$1 up.
Officially A.A.A. Endorsed.

SAVOY HOTEL

European

Special Appointments for Autoists

Cafe open until 6:30 a. m. to 11:30 p. m.

Rooms from 75c to \$3.00

L. L. LINDSEY, Prop.

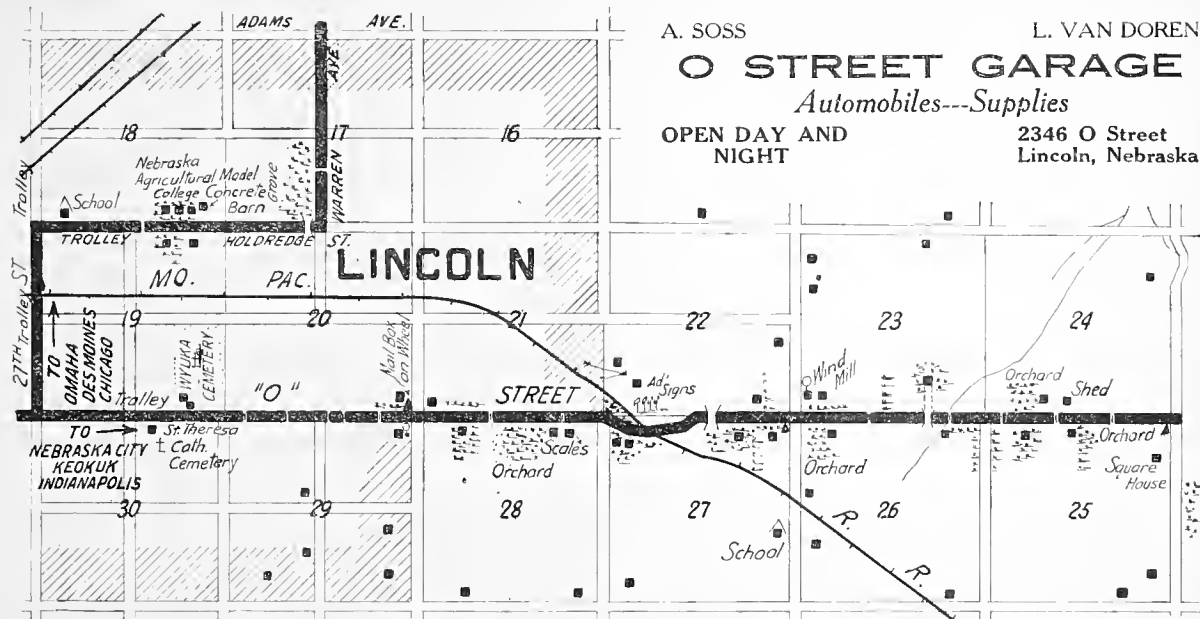
L. VAN DOREN

O STREET GARAGE

Automobiles---Supplies

OPEN DAY AND NIGHT

2346 O Street
Lincoln, Nebraska



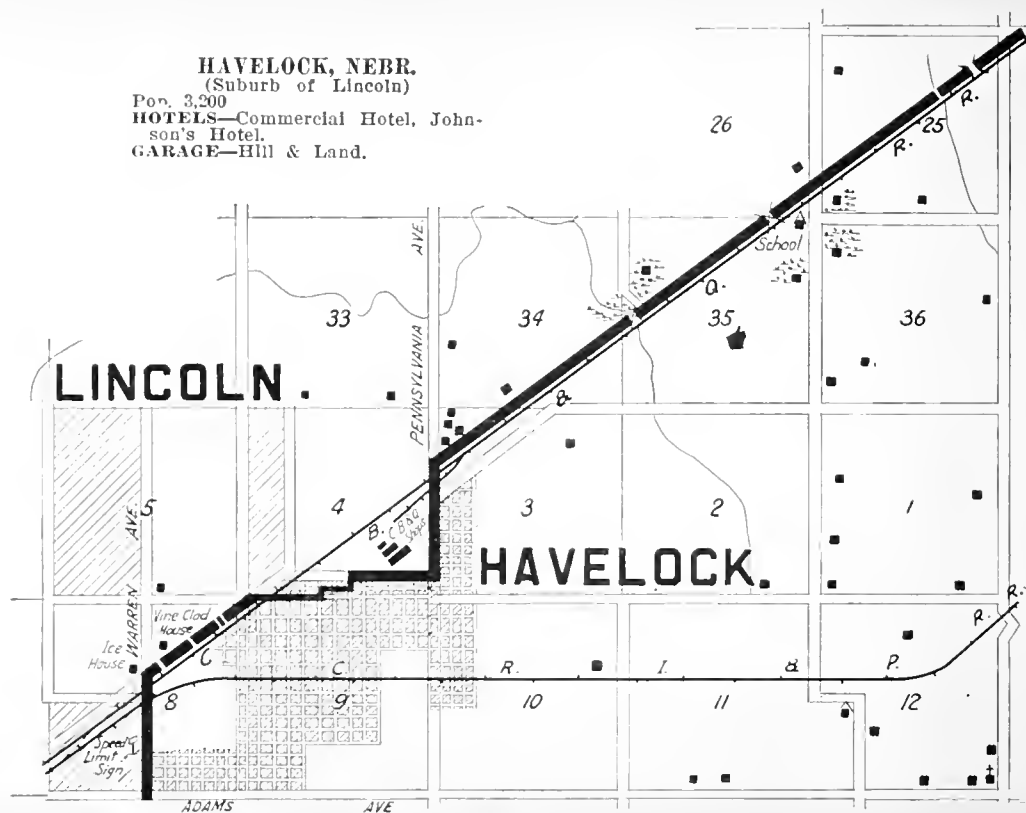
HAVELOCK, NEBR.

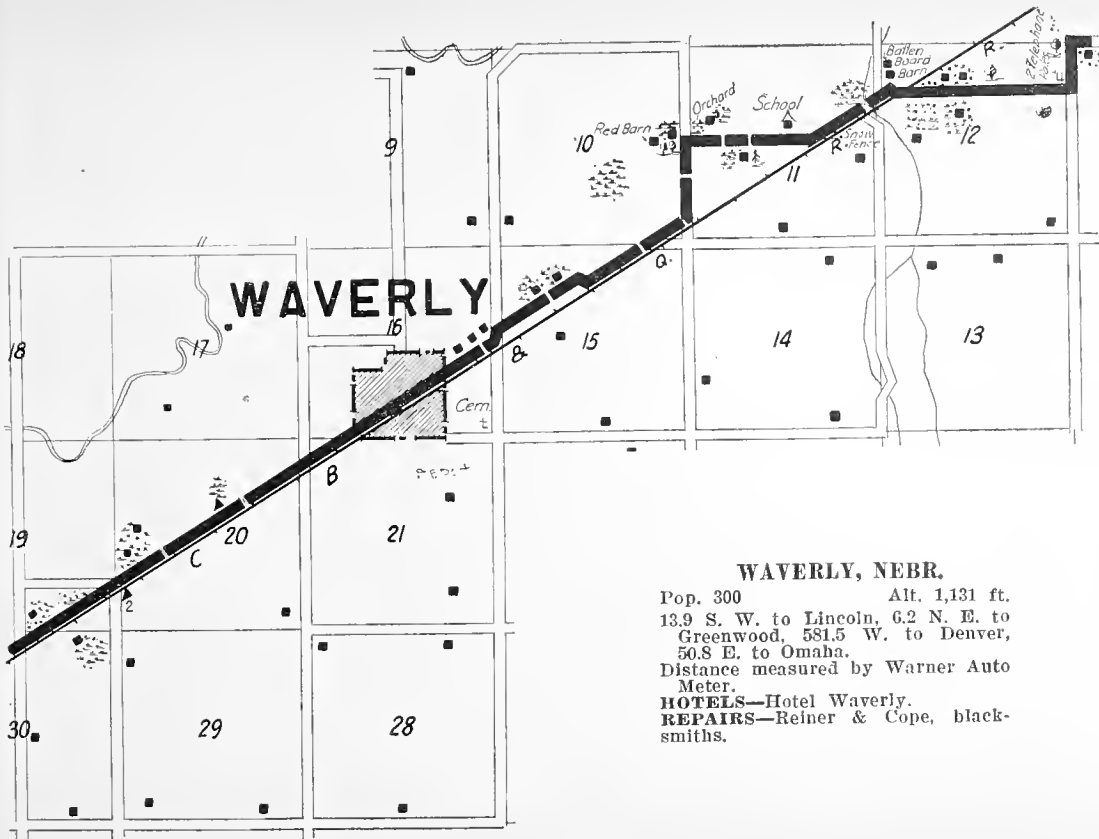
(Suburb of Lincoln)

Pop. 3,200

HOTELS—Commercial Hotel, Johnson's Hotel.

GARAGE—Hill & Land.





WAVERLY, NEBR.

Pop. 300

Alt. 1,131 ft.

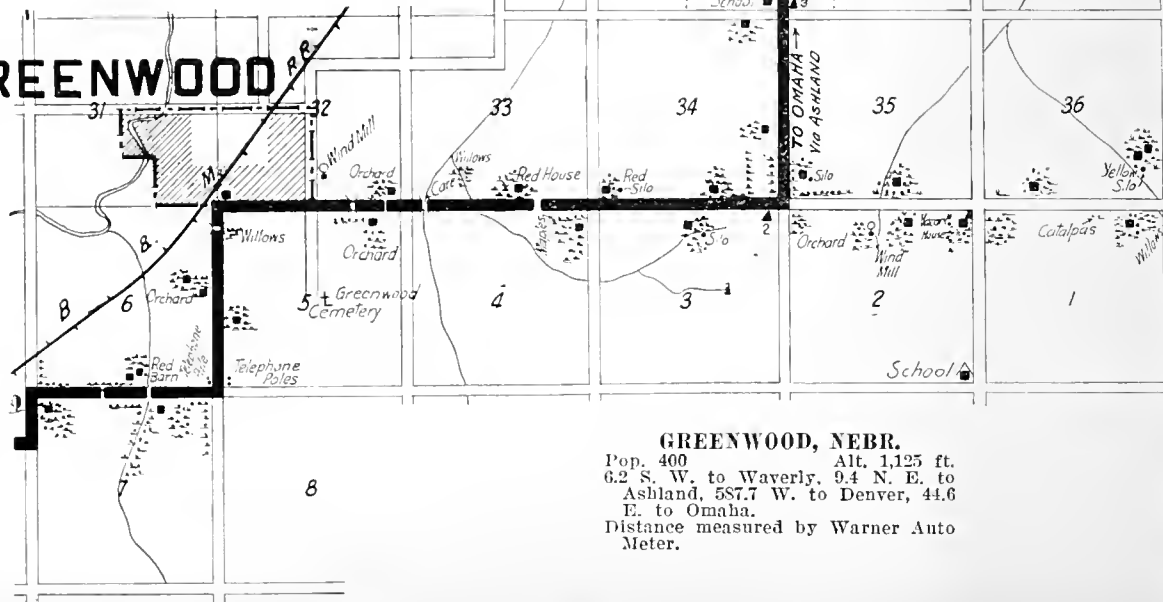
13.9 S. W. to Lincoln, 6.2 N. E. to
Greenwood, 581.5 W. to Denver,
50.8 E. to Omaha.

Distance measured by Warner Auto
Meter.

HOTELS—Hotel Waverly.

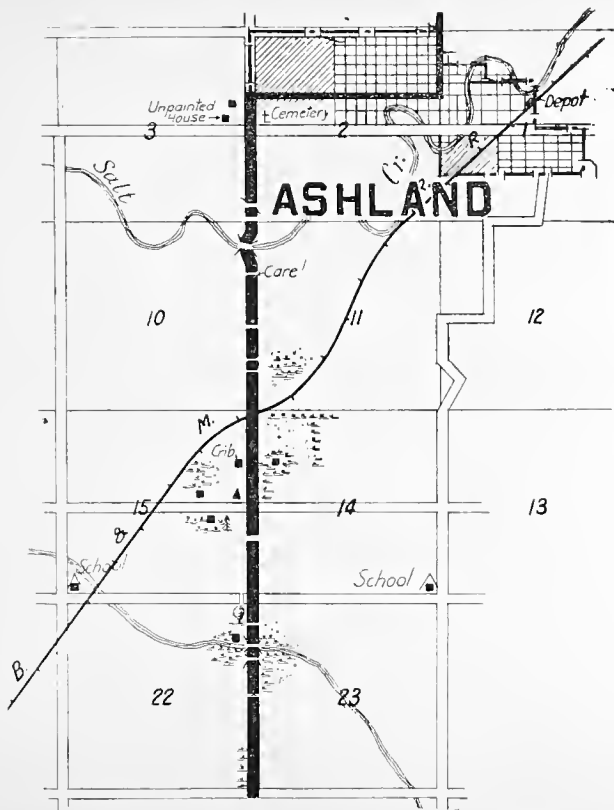
REPAIRS—Reiner & Cope, black-
smiths.

GREENWOOD



GREENWOOD, NEBR.

Pop. 400 Alt. 1,125 ft.
 6.2 S. W. to Waverly. 9.4 N. E. to
 Ashland, 587.7 W. to Denver, 44.6
 E. to Omaha.
 Distance measured by Warner Auto
 Meter.



RATES OF TOLL ASHLAND PLATTE RIVER BRIDGE CO.

Each person on foot, on bicycle or in vehicle.....	\$.05
Children under twelve years of age when accompanied by parents or guardian.....	Free
Horse and rider.....	.15
Motorcycle and rider.....	.15
One-horse vehicle and driver..	.20
Two-horse vehicle and driver..	.20
Three-horse vehicle and driver..	.35
Four-horse vehicle and driver..	.50
Horses or cattle, led or driven..	.10
Calves, sheep, goats or hogs, led or driven, each.....	.05
Huckster, live poultry, patent medicine, peddler, each wagon and driver	1.00
Emigrant wagons with driver..	1.00
For each additional person....	.05
Automobile and Chauffeur.....	.50
For each additional person .....	.05
Thrasher, separator, team and driver	2.50
Corn sheller, team and driver..	1.50

The Ashland Platte River Bridge

A fine steel structure, is located three miles north east of Ashland, on the

SHORTEST AND BEST ROUTE
BETWEEN OMAHA and LINCOLN



HOTEL SELMA

American Plan - \$2.00 per day
Good meals. Hot and cold baths.

J. J. Gorman, Prop.

ASHLAND - - - NEB.

DES MOINES DAVENPORT
CHICAGO

TAKE THE FAMOUS

RIVER to RIVER ROAD

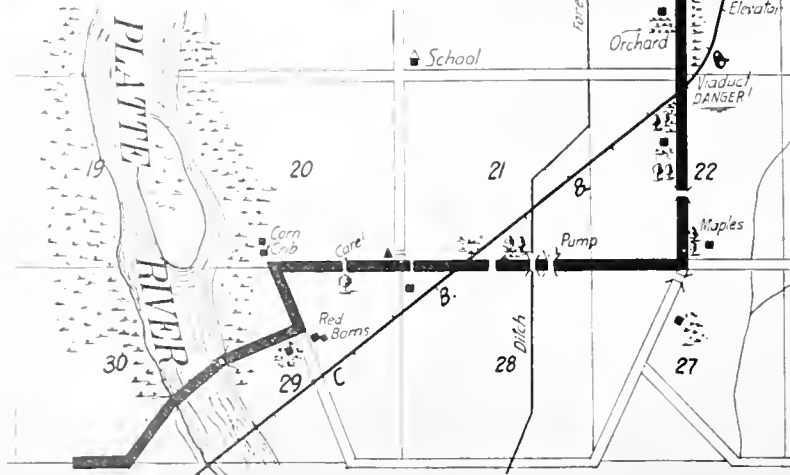
OMAHA TO DAVENPORT

GUIDES AT STATIONERS—GARAGES

THE IOWA PUB. CO., Des Moines, Iowa



The East Shore of the Platte.

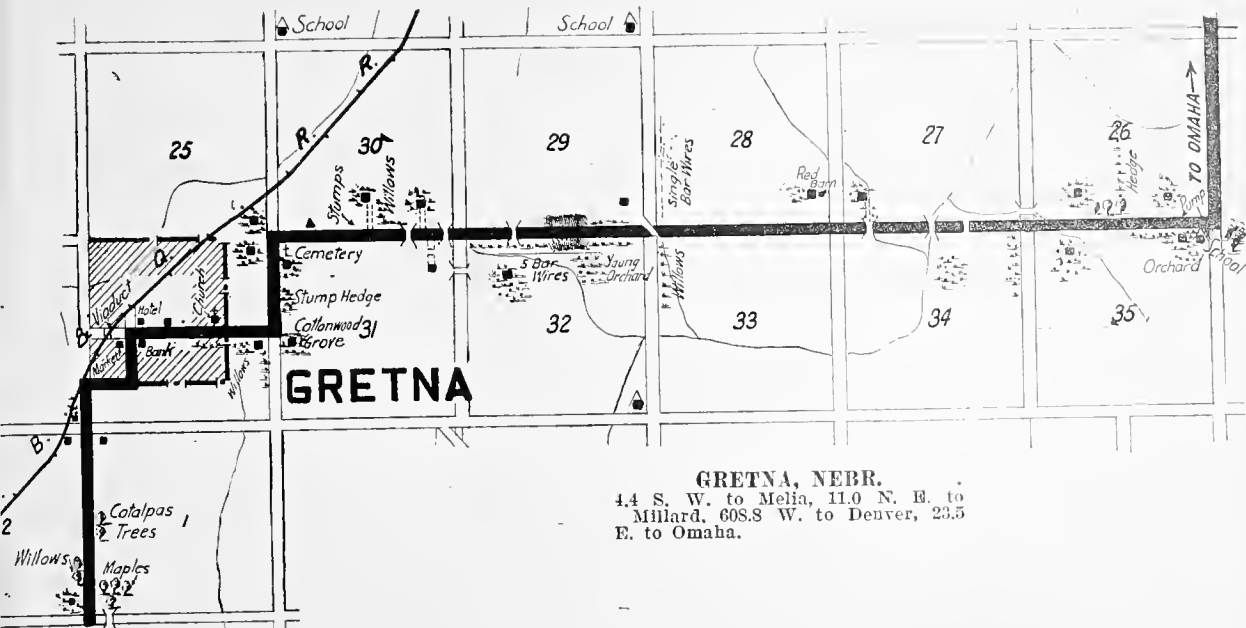


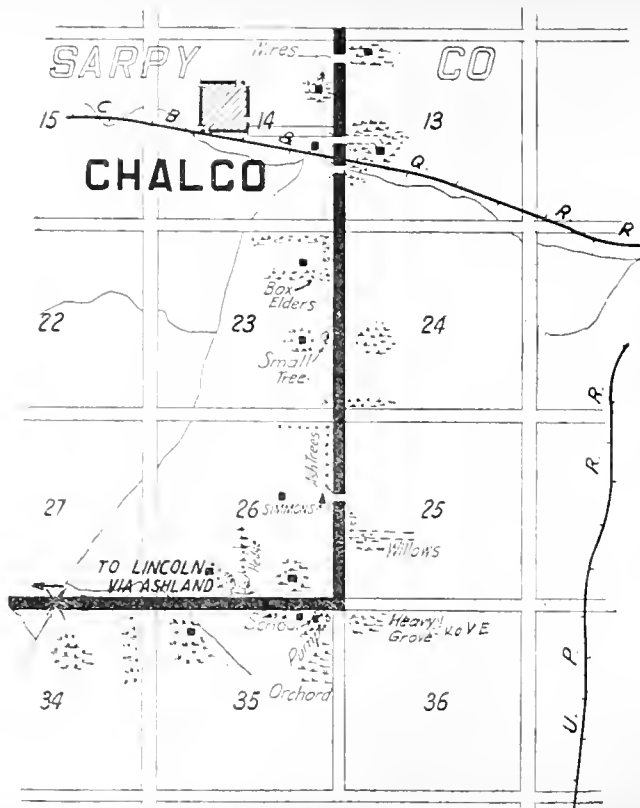
MELIA

MELIA, NEBR.

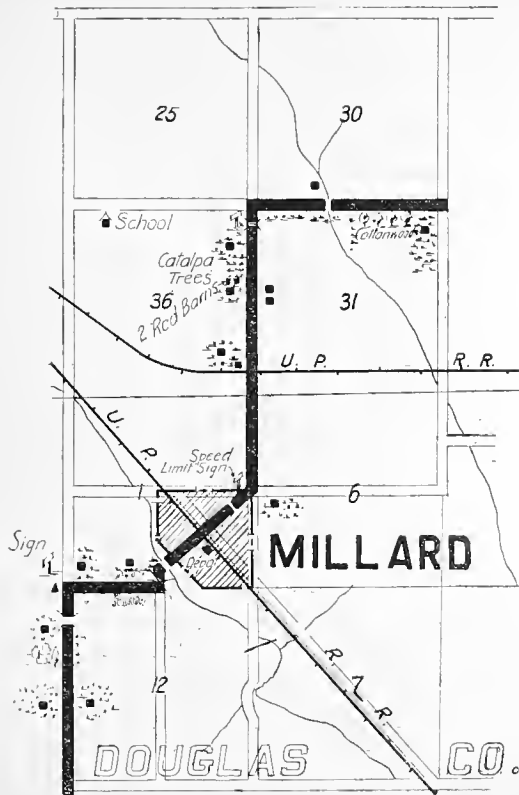
7.3 S. W. to Ashland, 4.4 N. E. to
Gretna, 601.4 W. to Denver, 27.9
E. to Omaha.

For bridge toll
see page 163





Model road work on the way to
Ashland.



MILLARD, NEBR.
 11.0 S. W. to Gretna, 12.5 N. E. to
 Omaha, 619.8 W. to Denver.

Paxton-Mitchell Company

GARAGE

The Largest and Only Fire-Proof Garage
in the West. Storage capacity 125 cars.
Machine work, vulcanizing, accessories
and oils. Always Open, Night and Day.

2010-12-14-16 HARNEY ST.

OMAHA, NEB.



ATTENTION TOURISTS

FOR AUTO SUPPLIES OF EVERY DESCRIPTION COME TO THE

WESTERN AUTOMOBILE SUPPLY CO.

1920-22 Farnam St.
OMAHA, NEBRASKA

TELEPHONES:

Douglas 3786

A 1714

The Largest Automobile Accessory and Supply House in the West

ALWAYS OPEN

All Standard Brands of Tires

Tire and Radiator Repairs

OUR MOTTO:

GOOD GOODS

PROMPT DELIVERY

RIGHT PRICES

THE "VAC" SYSTEM

The Modern Garage
Equipment

Fully automatic, always ready, no labor required, no pressure to cause leakage and no water in your gasoline. If interested ask for particulars from

The "Vac" Liquid Equipment Co.
Cedar Rapids, Iowa



European Plan Absolutely
Fireproof
Reinforced Steel
Concrete Construction

THE NEW HENSHAW

T. J. O'BRIEN, Prop.

Modern in Every Detail
All Outside Rooms Connecting
With Bath

Elegant Cafes and Rathskellar
Official A. A. A. Headquarters
15th and FARNAM STS.
OMAHA, NEBRASKA



The Famous
**V-RAY
SPARK
PLUG**

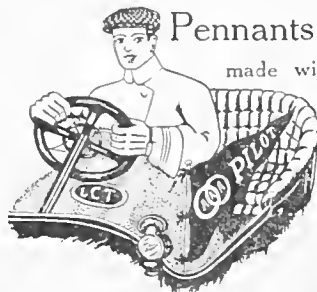
"Guaranteed
For Life."

At your dealer
or direct.

The only Reli-
able four-point
Plug on the
Market.

PRICE \$1.25 EACH

Marshalltown
Motor Material
Mfg. Co.
Marshalltown, Iowa



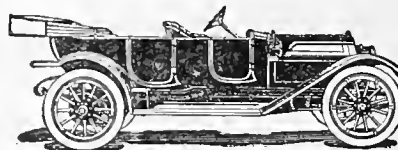
Pennants & Auto Robes

made with your monogram or
special design; or we
can supply you from
our stock of school and
college novelties.

If your dealer cannot sup-
ply you with Tilden goods
write for our catalog.

All auto dealers should
carry our pennants and
robes.

Tilden Brothers & Company, AMES IOWA



We don't have
to make a single
apology for this
car.

It contradicts
its moderate
price in every
detail of con-
struction, style
and finish.

Touring Car \$2,000, Fully Equipped F. O. B.
Des Moines. One Chassis, Seven Body Types.

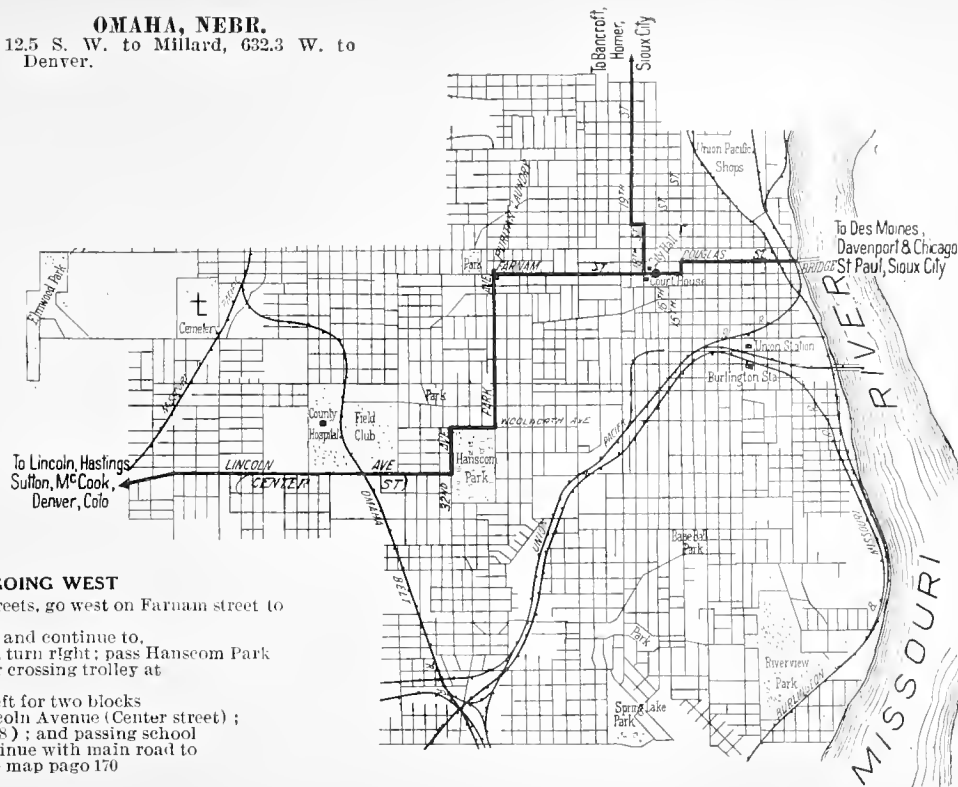
COLE MOTOR CAR CO.

Distributors for Iowa and Nebraska
413 12TH STREET
DES MOINES, IOWA

Its a car you
will be
proud to
own

OMAHA, NEBR.

12.5 S. W. to Millard, 632.3 W. to
Denver.



GOING WEST

- Start:** 16th and Farnam streets, go west on Farnam street to Puritan laundry at,
0.9 28th street; turn left and continue to,
1.7 Woolworth Avenue, turn right; pass Hanscom Park on left and just after crossing trolley at farthest end of Park; turn left for two blocks
2.1 turn right on 30 Lincoln Avenue (Center street);
2.3 crossing viaduct (2.8); and passing school on right (3.6); continue with main road to Concordia Park; see map page 170

THE LARGEST AND BEST EQUIPPED GARAGE AND REPAIR SHOP IN THE WEST

OPEN DAY AND NIGHT

FRANKLIN
PEERLESS
HUDSON "33"
MOTOR CARS



GUY L. SMITH

PHONE DOUGLAS 1970

2205-7 Farnam Street ————— Omaha, Nebraska

100% PROFIT PER WORKING DAY

GARAGE AND REPAIR MEN REAP THE HARVEST

Costs 16 Cents a day to run it!

Takes 15 minutes to fix 5 tubes!

Takes 45 minutes to fix 2 casings!

Uses kerosene for fuel!

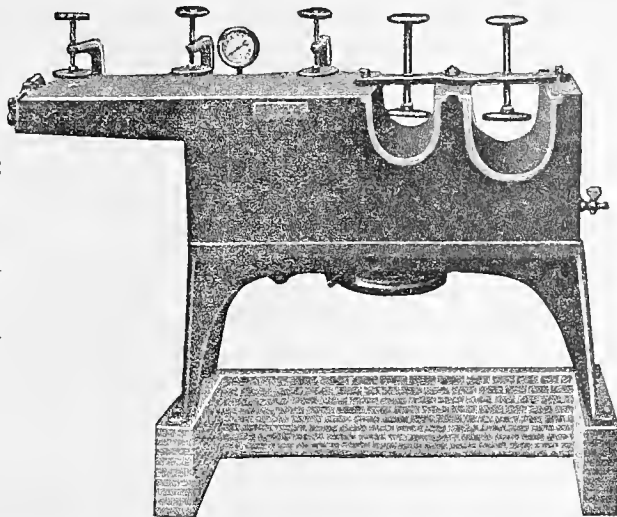
Cures with live dry steam!

Safety valve set at sixty pounds!

Cannot burn your work!

A boy can run it!

Furnished ready to run!



Air bags free!

Bead strips free!

Cavities and bead strips polished like glass!

Smooth work always!

Takes five tubes at a time!

Takes 3 in., 3½ in., 4 in., 4½ in. casings!

Costs \$99.00 factory!

Takes 10 hours to pay for it!

Better buy one!

THE AMERICAN COMBINATION VULCANIZER

THE BAUM IRON COMPANY

OMAHA, NEBRASKA

"TITE-WAD" "CAN'T TEAR IT OFF"



The Rubber Putty---Repairs All
Rubber Articles. Satisfaction
Positively Guaranteed

"TITE-WAD" fills all holes, tears, cuts, and broken seams, in anything made of rubber, automobile inner tubes, and casings, hot water bags, pyrography bulbs, syringes, rubber gloves, rubber shoes, rain coats, garden hose, etc., etc.

Each repair is permanent and will not tear off with heat or hard service. Does away with the expense of vulcanizing. "TITE-WAD" repairs require no heat, no tools but your hands, and cost on the average four cents each. A saving of 96 per cent on all repair work.

The out-fit consists of a can of "TITE-WAD" CEMENT, a can of "TITE-WAD" PUTTY, enough to make 50 average repairs, a box of powdered mica, a No. 2 Blowout patch and a piece of emery cloth, directions, etc. all put up in a neat wooden box.

With a "TITE-WAD" outfit you can make repairs anywhere at 1-10 the cost of vulcanization. Simple, quick and economical. Price \$2.00. Sold at Auto, Hardware and Accessory dealers, or sent direct on receipt of price.

PAGE-LESTER COMPANY

126 W. Van Buren St.

:-:

Chicago, Ill.

THE HIGHEST POINT OF PERFECTION
*in ILLUSTRATIVE
and HALF-TONE
ENGRAVING ART*

JAHN AND OLLIER
ENGRAVING CO.

554 WEST ADAMS ST.
— CHICAGO —

DES MOINES, DAVENPORT.
MINNEAPOLIS,
DETROIT.



ARTISTS
ENGRAVERS
ELECTROTYPES
COMMERCIAL
PHOTOGRAPHERS

New Wonderful
**ACID
BLAST
PROCESS**
of Engraving
88

Huebinger's Automobile Atlas

THE PERFECT ROAD GUIDE



Complete Directions for

Touring All Iowa Highways

OVERLAND TRAIL

LINCOLN - NEBRASKA CITY

CONNECTING WITH
WAUBONSIE TRAIL
FOR POINTS EAST

KEOKUK - CANTON - INDIANAPOLIS

EAGLE

Crib
Speed Limit Sign

LANCASTER

CASS

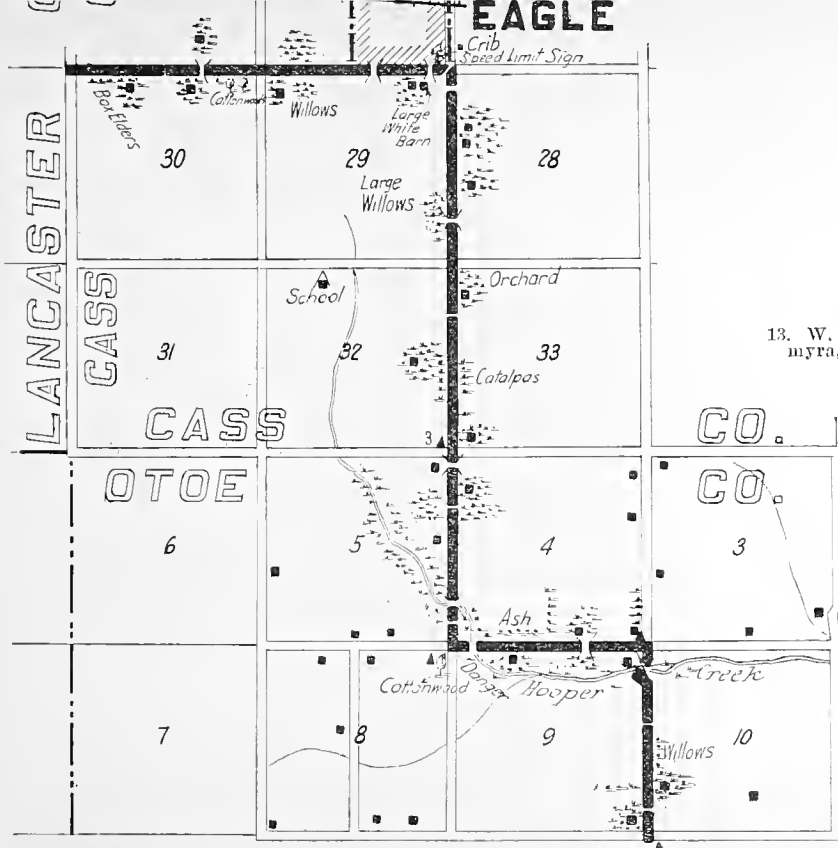
CASS

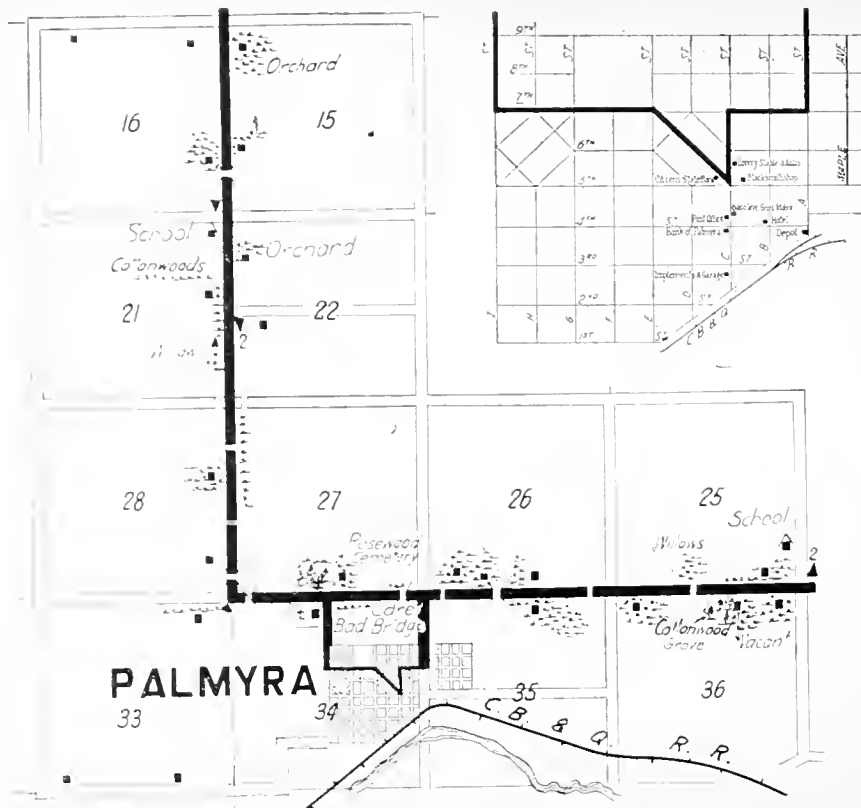
OTOE

CO.

CO.

EAGLE, NEBR.
13. W. to Lincoln, 8.7 S. to Palmyra, No accommodations.





PALMYRA, NEBR.

8.7 N. to Eagle, 9.4 E. to Unadilla.

HOTELS—J. W. Kaiser.

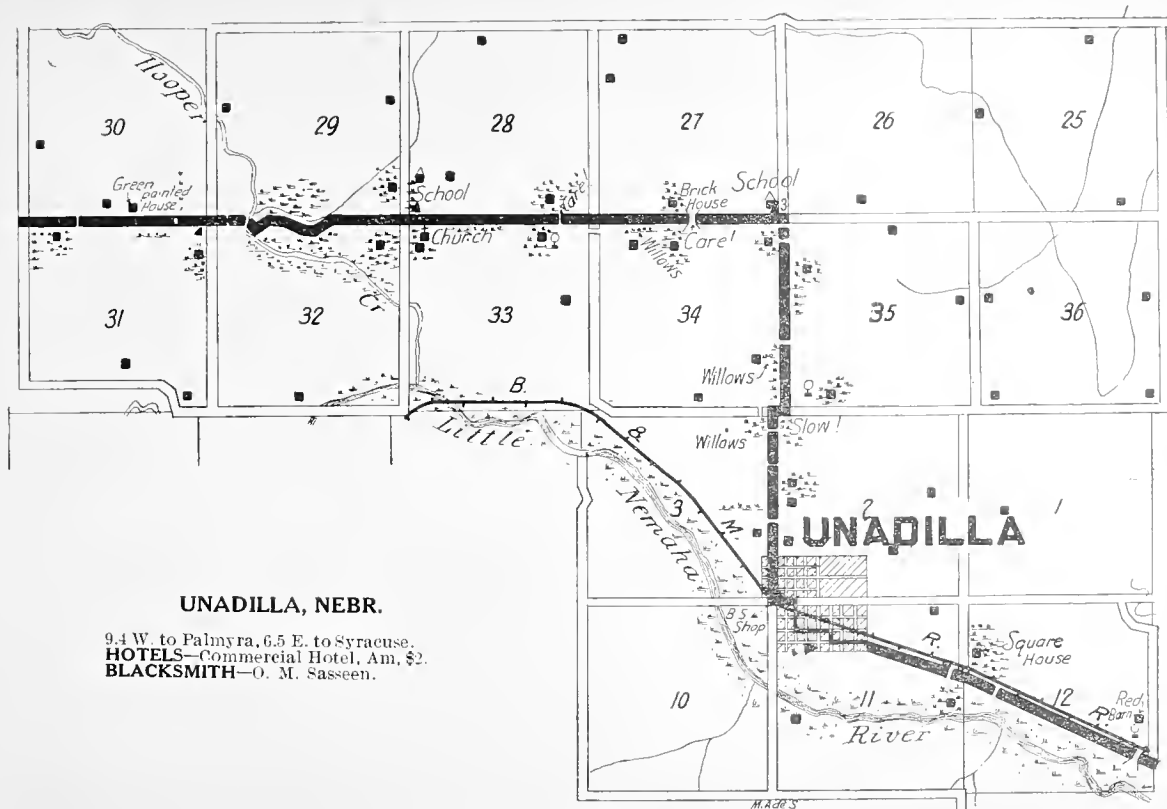
GARAGES—Stewart Bros., Co., G. C. Trimble, Livery Stable.

BLACKSMITH—Lyon & Monroe.

GAS AND OILS—Chas. Morrell.
9.4 W. to Palmyra, 6.5 E. to Syracuse.

HOTELS—Commercial Hotel, Am. \$2.

BLACKSMITH—O. M. Sasseen.



UNADILLA, NEBR.

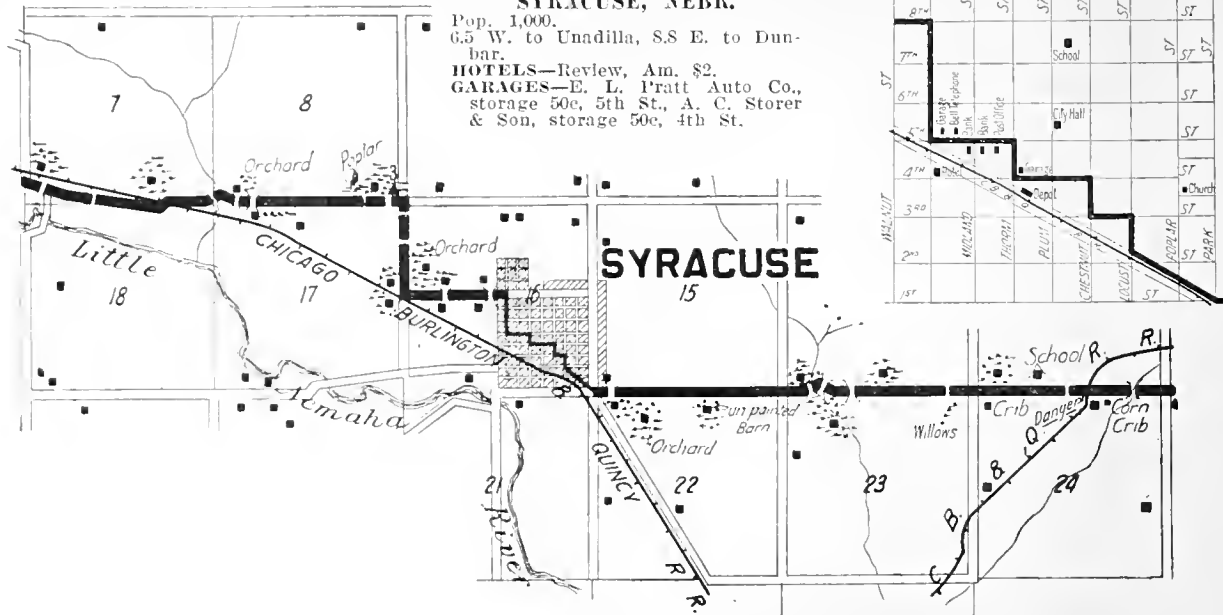
9.4 W. to Palmyra, 6.5 E. to Syracuse.
HOTELS—Commercial Hotel, Am, \$2.
BLACKSMITH—O. M. Sasseen.

Pop. 1,000.
6.5 W. to Unadilla, S.S E. to Dun-
bar.

Pop. 1,000.
6.5 W. to Unadilla, S.S E. to Dun-
bar.

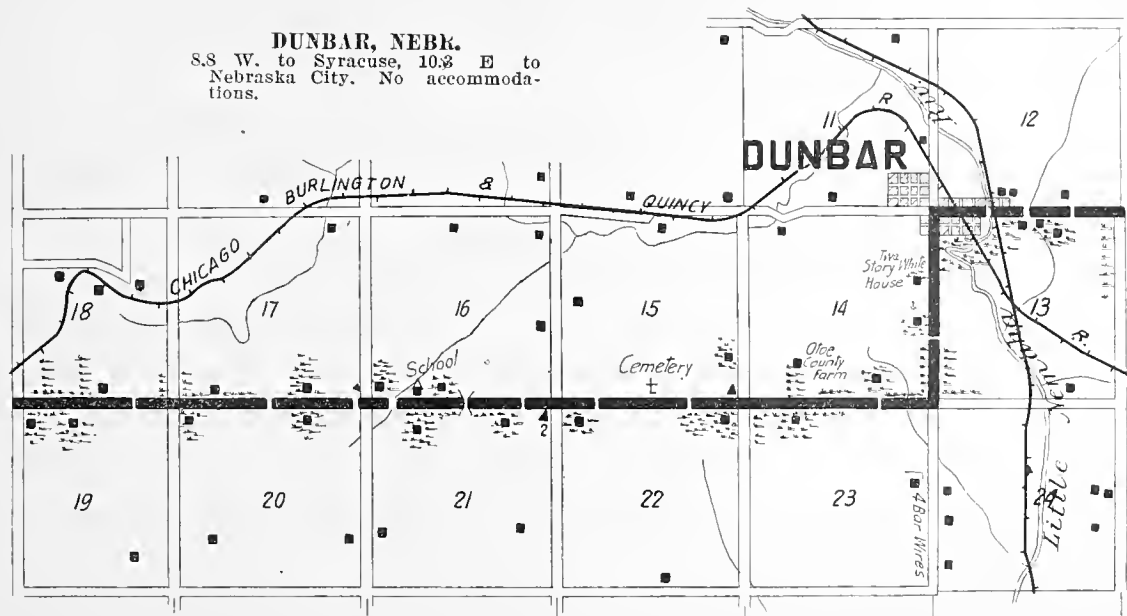
HOTELS—Review, Am. \$2.

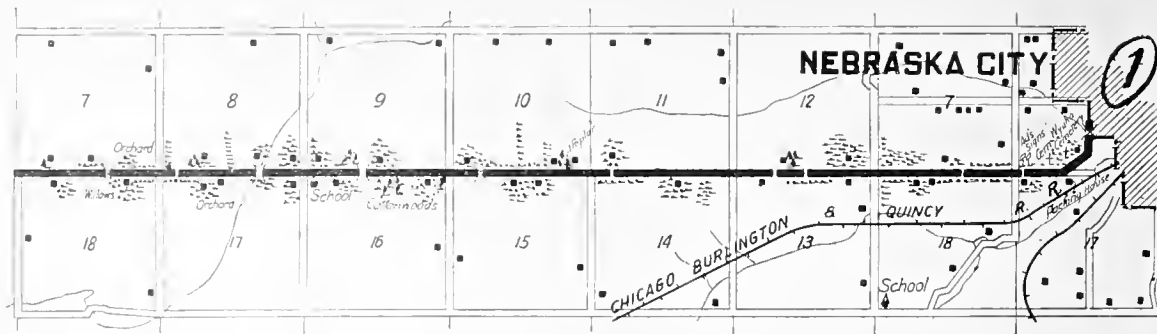
GARAGES—E. L. Pratt Auto Co., storage 50c, 5th St., A. C. Storer & Son, storage 50c, 4th St.



DUNBAR, NEBR.

S.S. W. to Syracuse, 10 3/8 E to
Nebraska City. No accommoda-
tions.





R. A. Duff & Co.

MOTOR CARS

Garage and Supplies. Hotel in Connection

Nebraska City, Nebraska.

FRONTIER HOTEL

European

GARAGE IN CONNECTION

Special Attention Paid to Motorists.

Nebraska City, - - - Nebraska

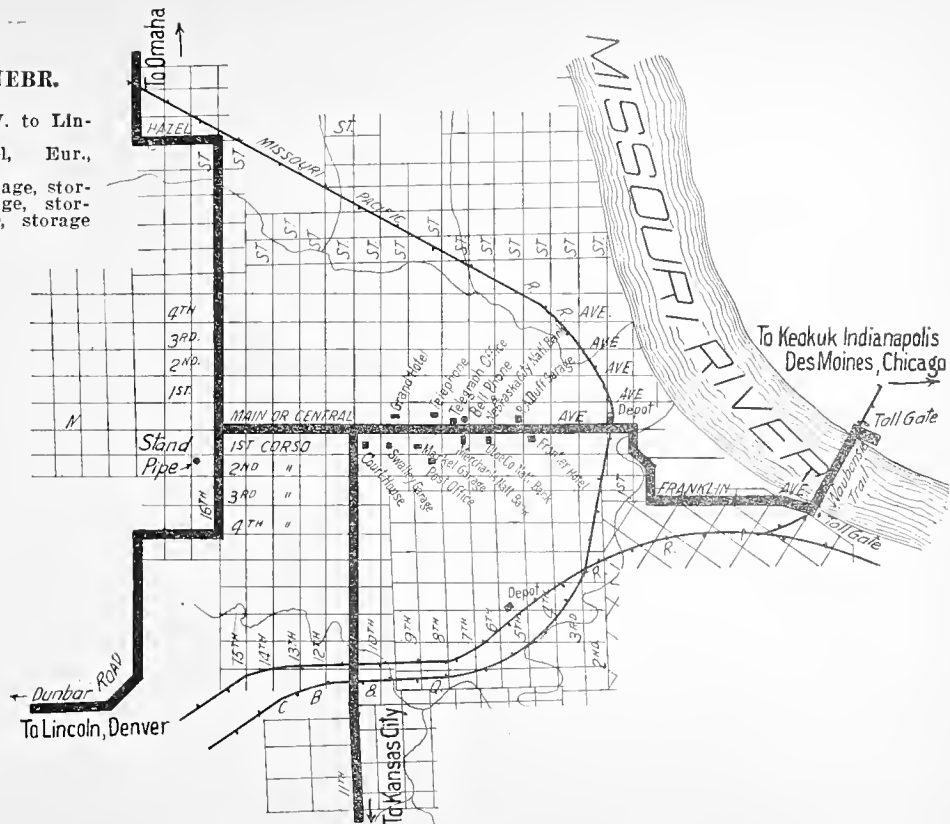
NEBRASKA CITY, NEBR.

Pop. 9,000

10.3 W. to Dunbar. 56.4 W. to Lincoln.

HOTELS—Frontier Hotel, Eur., Grand Hotel, Am.

GARAGES—R. A. Duff Garage, storage 50c; Swalley Garage, storage 50c; Markel Garage, storage 50c.





The Kelly Portable "Motor Inn"

Constructed entirely of steel and iron. Fire and weather proof. Neat and attractive in appearance. Can be shipped anywhere knocked down at a low freight rate and quickly erected by inexperienced help. We make a specialty of

Portable Metal Buildings

For All Purposes

We also build a complete line of Road Graders, Drags, Cement Culvert Molds, Metal Culverts, Etc. Write or call on us for full particulars on

Township and County

Road Supplies

THE KELLY MFG. CO., 407 McKinley
Street

WATERLOO, IOWA



THE CAR OF STERLING WORTH



A MIDLAND Model--L-40 was driven over 15,000 miles since August 1st, 1911 in laying out the good roads published in this guide.

MIDLAND Model L-III. 40 h. p., 115 inch wheel base, \$2,000, fully equipped. Midland Model R, a car-de-luxe. Wheel base 118 inches, 40 h. p. Full equipment includes the Midland's Compressed Air Self-Cranking Device, which is also used to pump air into the tires. Price \$2,750.

Write for a copy of our handsome 1912 catalog. It will tell you the complete story about this wonderful car.



MIDLAND MOTOR CO.
MOLINE, ILL.

MEMORANDA

MEMORANDA

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APR 13 1912



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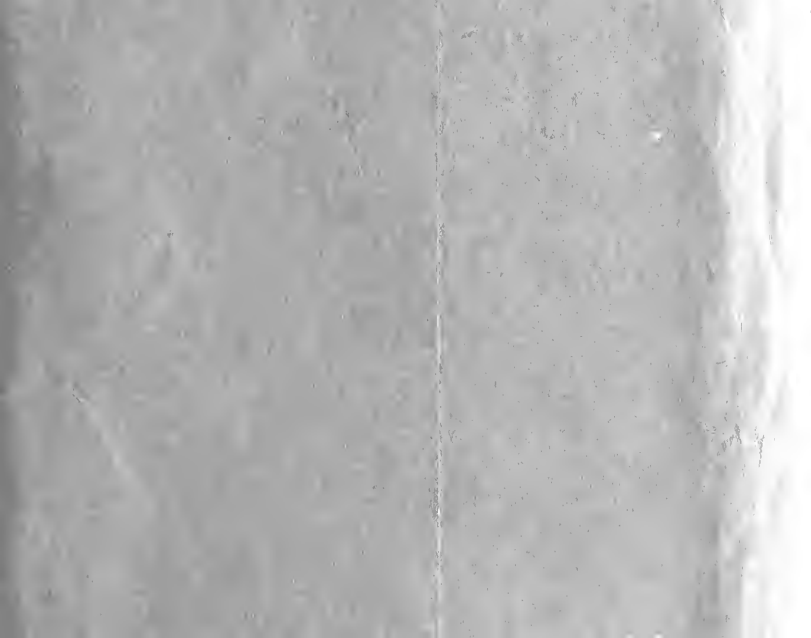
French Auto Oil →

THE REMEDY FOR 90 PER CENT
OF YOUR MOTOR TROUBLES

Is Guaranteed Lubrication

MARSHALL OIL CO.

TRY IT



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